

RESTORED V6 CAPRI
'NEW' 2.8i SPECIAL

DRIFT MONSTER
600 BHP ESCORT!



No1

The biggest and
best-selling
Ford mag

ClassicFord

OLD SCHOOL

NEW RULES!

EXCLUSIVE: The cars, parts and tech tricks
spearheading the classic Ford scene

**TWIN-CAM
ANGLIA**
60s LOOKS,
90s POWER!



LOTUS ESCORT MK1 WITH ALL THE RIGHT TWEAKS

Get set for Summer!

SIX-PAGE GUIDE ON WHERE TO
GO AND WHAT TO SEE IN 2016!

INSIDE:

- + **COOL CAPRI CABARET**
- + **CORTINA GT MK3 RESTO**
- + **DRAG RACING MALTESE-STYLE**
- + **CARS, PROJECTS & PARTS FOR SALE**

16-VALVE POP

Zetec'd & specced

Sleeper looks
hide impressive
levels of DIY detail



BUY IT:
**ESCORT
COSWORTH**

All the facts, all
the buying advice

RESTORE IT:
**HARRIER
RESCUE**

From wreck to
road in weeks

KNOW IT:
**SPLIT
RIMS**

Complete
guide inside





NEW Biggest ever 2016 Full colour Rally Design Motorsport Catalogue NOW AVAILABLE!

Come and see us at these not to be missed shows and collect a FREE copy of our brand new biggest ever 2016 Motorsport Catalogue! We have so many more new products for you to see!

THE INTERNATIONAL FORD SHOW

30TH APRIL - 1ST MAY 2016
SANDOWN PARK RACECOURSE

THE NATIONAL KIT CAR MOTOR SHOW
STONELEIGH

Sunday 1 & Monday 2 May 2016 - Hall No2



Mk2 Mexico front wing, LH or RH each £265.22 £118.27
Mk2 front wing, LH or RH, std. each £72.10 £86.52
Mk2 front wing, LH or RH, RS2000 each £175.00 £120.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk

ESCORT MK1 & 2 PARTS



Wilwood brakes kits from
£266.20 £319.44

Wilwood brakes kit, 265x10, Powerlite caliper
Wilwood brakes kit, 247x20, Midlite caliper
Wilwood brakes kit, 285x21, Midlite caliper
Balance bar pedal box, cable clutch
Balance bar pedal box, hydraulic clutch
Blackline 'swaged' stainless brake lines, 3-line
Minilite style wheels

£266.20 £319.44
£427.13 £512.56
£525.14 £630.17
£109.50 £227.40
£275.00 £258.00
£29.74 £35.69
£64.00 £76.80
£71.00 £85.20
£82.50 £99.00
£94.00 £112.80



Minilite style wheels from
£64.00 £76.80

'Poly' bump stops, top axle mounting
Escort 11/100 front springs, 145-220lbs
Escort RS front springs, 145-220lbs
Gaz, adjustable front shocks
Gaz, adjustable (3-way) front shocks
Gaz, adjustable rear shocks
Quick steering racks

pair £8.12 £9.75
pair £12.00 £40.56
pair £13.00 £40.56
each £67.60 £81.12
each £299.50 £359.40
each £55.00 £78.00
each £99.50 £107.40
each £109.50 £131.40
each £119.50 £143.40



H/duty quick steering racks
RH 2:4 ratio
RH 3:2 ratio
LH 2:4 ratio
LH 3:2 ratio

£149.50 £179.40
£179.50 £215.40
£159.50 £191.40
£109.50 £227.40

OEM style steering rack mounts
Ruller bearing top mount - spherical bearing
Ruller bearing top mount - roller bearing

pair £16.00 £20.16
each £39.50 £71.40
each £39.50 £71.40



OEM TCA's
£59.50
£71.40

TCA's 'Pattern' style
TCA's 'OEM' style
Twin cam anti-roll bar
Anti-dive kit
World cup X-member
Works cap mounts
RS2000 track rod ends
Group 4 style all steel U/J coupling
4-link kit
Heavy duty 4-link kit
Group 4 round turret kit
Mk1 spring shackles
Mk2 spring shackles
Group 4 spec. front RS struts
RS steering arms
Heavy duty steering arms, gonswet
Quick fit steering arm kit
Ally hubs - standard or Group 4
Stub axle hardware kit
Watts linkage kit
Taper leaf springs, 146lb rate
Ally tube strut brace, round tube
Work style 60mm oval tube strut brace
Rear lamp protectors
Chassis mounted sump guard, wet sump
Kaylan mudflaps, 4mm (500x300)
Body jacking kit

pair £14.50 £41.40
pair £19.50 £71.40
£59.50 £71.40
£29.50 £35.40
£99.50 £119.40
£25.00 £30.00
each £9.50 £11.40
each £19.00 £23.76
£109.50 £131.40
£165.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£138.00 £153.60
£69.50 £83.40
£79.50 £95.40
£96.60 £115.52
£42.50 £51.00
£9.90 £11.88
£199.50 £239.40
£49.50 £59.40
£42.50 £52.20
£49.50 £59.40
£12.50 £15.00
£125.00 £150.00
£16.50 £19.80
£119.50 £143.40

Silicone hose kit, Mexico or RS2000
(available blue, black or red)
Propshaft, type 9 - English/Atlas axle

£62.74 £74.81
£89.50 £107.40

English CWP's 1.5, 3.0, 4.4, 4.7, 4.9, 5.1, 5.3

Atlas CWP's 3.4, 3.7, 4.6, 5.1
4-speed heavy duty gearlever
5-speed heavy duty gearlever
M10 ally 'Pro' gearknob
M10 white/black nylon gearknob

£215.00 £258.00
£230.00 £276.00
£36.50 £43.00
£38.50 £46.20
£14.50 £17.40
£17.50 £13.80



X-flow ally radiator £169.60 £203.52
RS2000 (Pinto) ally radiator £169.60 £203.52
13/215 oil cooler £45.50 £54.60

Lockable fuel filter cap assembly

£49.50 £59.40



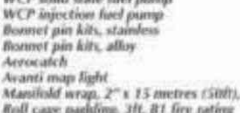
WCP Interceptor pump
£29.00 £34.80



WCP Interceptor fuel pump
WCP solid state fuel pump
WCP injection fuel pump
Bonnet pin kits, stainless
Bonnet pin kits, alloy
Aerocatch
Avanti map light
Manifold wrap, 2" x 15 metres (50ft), Vermiculite
Roll cage padding, 3H, 81 fire rating

£29.00 £34.80
£19.00 £22.80
£12.19 £16.61
£5.00 £6.00
£7.00 £8.40
£11.00 £17.20
£19.50 £23.40
£29.60 £35.52
£6.00 £7.20

M16 calipers to fit standard discs, pair £79.00 £94.80
M16 calipers to fit vented discs (no spacers needed), pair £91.00 £111.60
Group 1 vented discs Q47x20, pair £39.00 £46.80



Pro Riveter Kit
£39.90 £47.88



Escort Mk1 front laminated screen (incl. rubber)
Escort Mk2 front laminated screen (incl. rubber)
Escort Mk1 front screen rubber
Escort Mk1 rear screen rubber
Escort Mk2 front screen rubber
Escort Mk2 rear screen rubber
Laser windscreen chip repair kit

£69.50 £83.40
£69.50 £83.40
£24.92 £29.90
£22.92 £28.70
£29.60 £34.90
£29.60 £34.90
£13.90 £16.68



Escort Mk2 Rubber Parts

Bonnet bump stop
Bonnet rail bump stop, set of 4
Bonnet bump stop, centre-rear
Wiring loom bulkhead grommet
Bonnet release cable grommet
Steering column bulkhead grommet
Handbrake backplate dust boots
Speedo cable bulkhead grommet
Throttle pedal pad
Brake and clutch pedal pads

pair £5.90 £7.00
£9.90 £11.88
£4.90 £5.88
£6.90 £8.20
£4.90 £5.88
£6.90 £8.20
£4.90 £5.88
£4.90 £5.88
£7.80 £9.36

Mk2 Rubber Parts - NEW 2015

Shock absorber top caps
Rear bumper side plugs, set of 4
Oil line bulkhead grommet
Brake servo rod bellows

pair £12.90 £15.48
£8.90 £10.68
£4.90 £5.88
£6.90 £8.20

SPECIAL HAND TOOLS

Ratchet Tap Wrenches

85mm long, M3 - M10 £6.90 £8.20
100mm long, M3 - M12 £7.90 £9.40



Gear Ratchet Spanners

72 TOOTH - THE BEST QUALITY!
7 piece metric set, 8 - 19mm
£21.70 £28.44
7 piece SAE set, 5/16 - 3/4
£21.70 £28.44

Wire twisting pliers, 7"
10/12mm spark plug thread chaser
14/18mm spark plug thread chaser
5 piece ball joint separator kit
3 piece exhaust pipe expander
11 piece trim removal kit
10.5" heavy duty circlip pliers, replaceable tips
Spare tips for circlip pliers
Pocket brake fluid tester, LED readout
Brake piston wind back tool
Pro brake piston wind back tool
Windscreen removal tool
13 piece impact screwdriver kit
Magnetic wing protector cover
Coil spring compressors
Brake bleeder vacuum tester
16 piece oil filter removal sockets
Motorcycle chain breaker
Heavy duty crimper set
1/2" drive 3 piece wheel nut socket
17 piece clutch alignment kit
125mm piston ring compressor
46 piece multi-purpose puller kit
10 piece bearing race driver kit
96 piece drain plug repair kit

£9.92 £11.90
£4.07 £4.88
£4.16 £4.92
£9.00 £10.80
£11.64 £13.99
£8.08 £9.69
£8.17 £9.80
£4.90 £5.88
£7.83 £9.99
£9.90 £11.90
£17.69 £21.23
£4.90 £5.92
£7.49 £9.00
£7.36 £8.83
£11.90 £14.28
£17.69 £21.23
£18.73 £22.48
£15.63 £18.76
£24.90 £29.08
£12.64 £15.17
£10.11 £12.13
£6.55 £8.46
£8.25 £9.90
£21.69 £26.89
£25.76 £29.90



Pro Riveter Kit
£39.90 £47.88



99 Pc Socket/Tool set
£55.90 £67.08

12 piece 1/2" drive metric socket set
(inc. 72 tooth 'Pro' ratchet handle)
10 piece 1/2" drive SAE socket set
48 piece 1/4" drive socket set
72 piece 3/4 & 1/2" drive socket set
99 piece 1/4 & 1/2" drive socket set
plus useful service tools

£14.48 £17.38
£9.60 £11.62
£15.59 £18.71
£37.89 £45.36

5 piece socket extractor set - remove locking nuts
1/2" drive universal coupling
Pro riveter kit - rivets, rivetsets, pop rivets
Box set of rivets, studs & pop rivets
Torque wrench, 40 - 210Nm
3 piece magnetic hits socket
4 piece socket adaptors, 1/4 - 3/8 - 1/2
3/8 drive oxygen sensor socket, 22mm slot
3/8 drive oxygen sensor socket, 22mm slot
3 piece 3/8 & 1/2 spark plug socket
8 piece socket adaptors, impact 1/4 - 3/8 - 1/2 - 3/4 - 1
6 piece 1/2 Volkswagen impact socket
18 piece 3/8 oil drain socket
5/8 oxygen sensor crossfoot wrench
1/2 oxygen sensor crossfoot wrench
14/17mm hex drain plug key
11 piece 3/8 spark plug glow socket
Vernier calipers, 0-6" (150mm), high quality
10 piece 7-Handle Allen key set

£55.90 £67.08
£19.92 £23.90
£8.25 £9.90
£29.90 £47.88
£14.50 £17.40
£33.90 £40.68
£4.85 £5.82
£2.98 £3.58
£3.66 £4.39
£3.66 £4.39
£3.72 £4.46
£16.46 £17.75
£11.90 £14.28
£18.51 £22.21
£3.84 £4.61
£3.90 £4.78
£2.90 £3.48
£18.34 £22.01
£17.90 £21.48
£11.90 £14.28

ENGINE TOOLING

Ford Timing Tool Set, Pro
£59.90 £71.88

Pipe Universal timing/locking set	£17.92	£21.50
Engine locking tools, Duratorq	£26.60	£32.02
Ford engine timing tool set, basic	£7.16	£8.83
Ford engine timing tool set, pro	£39.90	£71.88
Ford fan clutch wrench	£9.90	£11.88
Opel/Vauxhall pro timing tool set	£39.90	£71.88
Piston bore honing set, 3 stone	£9.16	£11.23
Spare stones to suit honing set	£4.90	£5.80
Valve lapper tool, 2 piece	£5.20	£6.24

SET UP EQUIPMENT - Suspension

Trackace from
£58.00 £69.60

Trackace in cardboard box	£18.00	£69.60
Trackace in blow moulded case	£68.00	£181.60
Gossen Trackrite caster/camber gauge - magnetic mount	£19.50	£23.40
Blackline caster/camber gauge 'Bubble type'	£15.75	£18.90

Digital Caster-Camber Gauge
£67.27 £80.72

Blackline digital caster/camber gauge, magnetic mount	£67.27	£80.72
Blackline caster/camber gauge mounting kit including digital gauge - suit wheel diameters 10-20"	£107.20	£128.74
Turntables, 1.5ton each capacity pair	£139.00	£167.76
Digital tyre pressure gauge	£1.80	£4.35
Digital tyre depth gauge	£4.00	£5.76

TESTING EQUIPMENT

Cylinder Leak Detector
£21.83 £26.80

Cylinder leak detector	£21.83	£26.80
Fuel injection test port	£19.10	£23.26
Diesel engine compression test	£27.20	£32.64
9 piece petrol engine compression test	£14.92	£17.90

LED LIGHTS

Rechargeable workshop light - 30 LED	£16.25	£19.50
Rechargeable under bonnet light - 120 LED	£39.50	£47.40

CIBIE LIGHTS & COVERS

Cibie 'Oscar Style' Lamp
£39.00 £46.80

Genuine Cibie Oscar	£89.50	£107.40
Genuine Cibie Super Oscar	£99.50	£119.40
Pattern 'Oscar' lamp, E-marked	£39.00	£46.80
Pattern 'Super Oscar' lamp, E-marked	£44.50	£53.40
Spare Oscar light cover	£15.90	£19.08
Spare Super Oscar light cover	£19.90	£23.88

BATTERY CONNECTION PARTS

Quick disconnect, cable connector & anti-corrosion washers	set	£4.90	£5.80
Terminals, 13.5mm post	pair	£2.90	£3.48
Terminals, 16.5mm post	pair	£2.90	£3.48
Washers and terminal boots	set	£2.30	£3.00
Hydrometer tester		£1.90	£2.28

WELDERS - ARC, MIG & TIG

MIG 200 amp
£194.48 £233.38

Arc welder, 200 amp	£93.29	£111.95
Mig welder, 120 amp	£87.80	£105.46
Mig welder, 200 amp	£194.48	£233.38
ARC & TIG welder, 180 amp	£137.20	£188.64

PROFESSIONAL Starter/Chargers

Starter/Chargers from...
£47.32 £56.78

Starter/Charger, max. 45 amp	£47.32	£56.78
Starter/Charger, max. 100 amp	£50.70	£118.44
stage charger - reconditions deeply discharged lead acid batteries	£29.90	£35.76
1kw inverter - incl. USB port	£99.90	£119.00

BlackLine POWER TOOLS 450Nm Cordless Impact Wrench Set

Includes powerful 450Nm wrench (reverse), 120Nm (forwards), impact socket set, (1) 72T ratchet handle, (1) extendable ratchet handle, (2) x 4A Samsung batteries and quick charger

All for just
£149.70 £179.64

OTHER BLACKLINE POWER TOOLS & ACCESSORIES

450Nm Impact wrench, mains 240v	£47.82	£57.38
16 piece Impact socket set, 1/2" drive	£15.64	£18.77
Standard ratchet handle, 72 tooth, 1/2" drive	£7.90	£9.58
Extendable, 100' head ratchet handle, 72 tooth, 1/2" drive	£15.79	£18.95
4A Samsung spare lithium battery	£12.90	£19.50
Torque wrench, 40-210Nm (10-15.5lb ft)	£13.90	£40.68
3 piece twist socket set, 1/2" drive	£19.92	£23.90
Universal ball joint impact socket, 1/2" drive	£8.25	£9.90
250Nm lightweight impact wrench, 3/8" drive	£74.00	£89.76
13 piece impact long-reach socket set, 3/8" drive	£11.50	£13.09
1.5A Samsung spare lithium battery	£13.25	£15.90
Cordless power drill, 18v, 52Nm torque	£41.50	£49.00
19 piece cobalt drill set, din 330, 1-10mm	£16.50	£19.90
Cordless screwdriver, 7.2v, 52Nm torque	£19.42	£23.20
Angle grinder, 1100w x 125mm diameter, 1100rpm	£23.00	£27.60
Polisher, 800-3000rpm, 180mm pad	£39.81	£47.00
Heat gun, 2000w, 50-650°, 500 ft/min air flow	£24.92	£29.90
170w mini grinder (tool only)	£23.90	£28.60
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.60

BlackLine Portable Generators

0.9kw Portable generator	£82.42	£90.90
1.2kw Portable generator	£124.58	£149.50
2.5kw Workshop generator	£166.58	£199.90
3.0kw Workshop generator	£229.08	£274.90
ELP 2.6kw Inverter/Generator (bulk case style)	£311.67	£390.00

2.0 Ton Nascar Quick Jack
£141.25 £169.50

JACKING EQUIPMENT

3.0 ton Trolley Jack	£36.50	£43.00
2.0 ton, low profile 'Pro' garage jack	£176.65	£163.90
3.0 ton, low profile 'Pro' garage jack	£186.40	£223.68
3.0 ton double lock 'Pro' axle stands - pair	£19.50	£23.40
2.25 ton lightweight jack	£49.25	£59.10
2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
Wheel skate, hydraulic lift - each	£49.50	£59.50
Wheel dolly, pair	£19.50	£47.40
750lb engine stand	£41.25	£49.50
1500lb foldable engine stand	£58.05	£69.66
Engine cradles - pair	£49.50	£59.40
3in1 tool box set	£75.90	£43.00
Trolley style tool box	£79.90	£95.88
Wheel ramp set	£57.92	£69.50
Tyre saver parking mat - pair	£12.42	£14.90
Anti-skid grid, rollable	£22.65	£27.18
Electric hoist, 200kgs	£58.76	£70.51
Electric hoist, 500kgs	£87.57	£105.03
Car creeper, lightweight, 36"	£11.90	£14.28
1 ton engine crane, foldable	£119.50	£143.40
Workshop 'Button' seat, pneumatic	£23.50	£28.20

Tyre Carriers

(4) Wheel tyre carrier	£24.92	£29.90
(4) Wheel tyre carrier, handle & lock	£19.80	£47.76

Tyre Carrier, handle & lock
£39.80 £47.76

AIR COMPRESSORS

Prices from
£29.50 £35.40

Double cylinder air pump, max 150psi (60l/min)	£29.50	£35.40
Hi-flow air pump (150l/min)	£59.50	£71.40

Sealey Air Compressors

Prices from
£92.98 £111.58

Direct drive compressors

1HP, 6ltr tank, 4 CFM	£92.98	£111.58
2HP, 50ltr tank, 6.0CFM	£124.98	£149.98
3HP, 50ltr tank, 12.6CFM (V-Twin)	£194.97	£233.96
3HP, 100ltr tank, 12.6CFM (V-Twin)	£246.97	£296.36

Belt drive compressors

3HP, 50ltr tank, 13.4CFM	£415.97	£499.76
3HP, 200ltr tank, 13.4CFM	£597.97	£717.56

Other sizes available on our website

www.rallydesign.co.uk

Air Compressor Tooling

15 piece 1/2" impact wrench kit	£25.18	£30.22
15 piece 1/2" ratchet wrench kit	£24.04	£28.85
50 piece 1/2" air tool kit includes ratchet, impact, air hammer & accessories	£59.40	£71.28
9 piece 190mm air hammer kit	£17.10	£20.62
6 piece air drill kit	£19.35	£23.22
3 piece HVLP spray gun kit	£29.63	£35.56
Clubman tyre gun, 0-220psi (15bar)	£6.92	£8.30
Pro tyre lance, dual head, 0-220psi (15bar)	£6.92	£10.70

TIE DOWNS & TOW STRAPS

Prices from
£4.83 £5.80

ALL BS CERTIFIED IN HIGH-VIS ORANGE COLOUR			
25mm wide x 8mtr ratchet tie downs	pair	£9.04	£11.81
50mm wide x 12mtr ratchet tie downs	pair	£18.48	£22.18
50mm wide x 5mtr tow strap		£7.67	£9.20
50mm wide x 0.25mtr (10") tow strap (complies with MSA regs)		£4.83	£5.80

X-Folding Wheel Brace

SEE CLEVER NEW FOLD (Patented)
17, 19, 21 & 23mm sockets
£11.93 £14.32

STEERING WHEELS

Prices from
£39.50 £47.40

Natural Carbon from
£159.50 £191.40

Black spokes, suede rim	£39.50	£47.40
Black spokes, black leather rim	£43.50	£52.20
Carbon look spokes, suede rim	£52.50	£63.00

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT



SPECIALISTS IN MKI AND MKII ESCORT SPARES

** We have a massive stock of parts for Capri, Sierra, Cortina, Fiesta and Escorts - all models.*

CARS FOR SALE

Escort Mk5 2 door, blue, 1 owner from new, 33,000 miles, mens car.....	£995
Cortina Mk2 estate. 90% complete. Good project.....	£1495
Fiesta Mk1, shell.....	£295
Sierra Cosworth 3 door, rear 1/4 panels. Used.....	£100
Anglia 105e rear quarters.....	£100 each
Anglia 105e roof.....	£50
Fiesta Mk1 roof (no sunroof).....	£80
Escort MK3 roof.....	£100

BRAND NEW ITEMS

Escort MK1 bonnet/wing rubbers.....	£15
Escort MK1 new AVO type 49 inner wings.....	£250 each
Escort MK1 rear chrome bumper.....	£240
Escort MK1 headlining bars.....	£40
Escort MK1 quarter wings.....	£250 each
Capri MKIII front and rear bumpers.....	£50 each
RS2000 MK2 new outer headlights.....	£42 each
RS2000 MK2 new inner headlights.....	£42 each
Escort MK2 quarter bumpers, new, steel.....	£125 a pair
Escort MK1 quarter bumpers, steel chromed.....	£123 a pair
Escort MKII RS2000 nose cone brackets.....	£30 per pair
Escort MKII RS2000 rear bumper corner brackets.....	£15 per pair
Escort MK1 rear quarter panels.....	£550 each
Escort MK1 & MKII full floor pans.....	£550 each
Escort MKII standard rear tubs.....	£140 each

Twin 45 dellortos on pinto manifold.....	£450
Escort MK3/MK4 rear roll cage.....	£80
6x13 4 spoke revolution wheels x5.....	£200
Bilstein 260/60 long inserts, New Pair.....	£200
Minilight style wheels 10x13 4 of.....	£395
Sierra Sapphire safety devices. Bolt in cage, as new.....	£350
2 litre Pinto engines, less sump and carb, from.....	£100
RS1600i 5-speed gearbox.....	£100
XR3i/XR3i 4-speed + 5-speed gearboxes.....	£50
5-speed type 9 V6 gearbox.....	£250
Mk1 + Mk2 RS2000 4-speed gearbox.....	£250
5-speed Type 9 gearbox.....	£250
1600 Sport gearbox.....	£100
Mk1 + Mk2 Escort standard gearboxes, only.....	£40
Sierra 2.8 4x4 gearbox + b/housing and lever.....	£75
1600 single rail gearbox, MkII/III Cortina/Capri.....	£30
RS2000 alloy engine mounts, New pair.....	£65
Original RS2000/Mexico exhaust manifolds.....	£80
4-branch RS2000 exhaust manifolds from.....	£50
X/flow 4-branch exhaust manifolds from.....	£40
38 DGAS carbs.....	£85
Various K+N air filters, from.....	£20
Various 32 DGV Weber carbs.....	£50
1600 Sport engine mounts, round rubbers.....	£50 pr
Std Escort engine mounts, rectangular rubbers.....	£30 pr
X/flow and Pinto alternators.....	£20
X/flow inertia starter motors.....	£20
Pre-engage x/flow + Pinto starter motors.....	£30
Std Mk1 + MkII Escort pedal boxes - complete.....	£30
Mk2 RS2000 propshafts (2 piece).....	£60
MkI and MkII Escort STD props 1+2 piece from.....	£25
Various Mk1 + MkII Escort (inc RS2000) axle casings from.....	£30
4.4 English diffs.....	£250
4.1 English diffs.....	£150
3.7 English diffs.....	£250
3.9+3.89 English diffs.....	£120
3.54 English diffs.....	£250
Various Atlas crown wheel+pinions.....	£POA
MkI+MkII Escort 1/2 shafts. Also Atlas 2.8 Capri, Anglia+MkII Cortina.....	£30 each

8" rear brake assemblies.....	£30 pr
9" rear brake assemblies.....	£60 pr
MkI and MkII Escort Spax/Bilstein rear shocks.....	£55 pr
MkI and MkII Escort engine crossmembers.....	£35
MkI and MkII Escort steering racks.....	£30
MkII RS2000+1600 Sport anti roll bar (22mm).....	£30

NEW ITEMS FOR SALE!!

Escort MK1 headlining bars per set.....	£40
Lotus Cortina MK1 quarter bumper brackets.....	£65 per set
Mk1 Escort bonnet stay.....	£15
Mk1 Mexico genuine Ford wings.....	£1500 a pair
Escort MK2 RS2000 washer bottle bracket.....	£15
Escort Mk1 & Mk2 RS 2000 Single Piece Prop Shaft.....	£130
Escort Mk1 & 2 compression strut kit.....	£100
Mk1 Escort Mexico, brand new. Single piece prop shaft.....	£135
Anti-roll bar locking tabs.....	£10.95 set
Gaz rear shockers Mk1/2 Escort.....	£125 pair
Mk2 Escort quick rack.....	£110
Escort Roller Bearing Top Mounts.....	£75 ea
Roller Bearing Top Mount Covers.....	£12.50 pr
Big Gear Box Tunnel.....	£50
Mk1/2 Steering rack locking tabs.....	£6 set
Mk1 Bumper bolts, stainless steel.....	£35 set
5 speed Type 9 alloy mounting blocks.....	£40 pr
Brake caliper bolt locking tabs.....	£1.95 ea
Disc bolt locking tabs.....	£1.25 ea
MkI/MkII NEW fuel filler neck rubbers.....	£20 ea
Remanufactured MkI RS2000/Mexico steering wheel centres, bargain.....	£10 ea
RS2000/Mexico clutch forks "Genuine Ford".....	£40 ea
MkI Escort door/drop glass.....	£120 pr
Various decal kits.....	£POA
4-speed rose jointed quick shift gearlever.....	£45
5-speed rose jointed quick shift gearlever.....	£45
5-speed (Type 9) long speedo cables.....	£16
MkI + MkII RS2000 clutch cables.....	£16
MkI + MkII RS2000 throttle cables.....	£16
MkI + MkII handbrake cables.....	£16
Throttle cables for Twin 40s + 45s.....	£8 each
Weber + Dellorto twin throttle kits.....	£50
MkI + MkII Escort new windscreens.....	£80 ea
Std MkI Escort track rod ends.....	£15 ea
MkII RS2000 track rod ends.....	£15 ea
MkI+MkII Escort + Capri, complete with poly brushes.....	£48 pr
Anti-tramp bar kit Mk1 or Mk2 Escort.....	£50 pr
Bolt on double width kits.....	£37.50 pr
Anti-dive kit.....	£40
Twin Cam anti-roll bar.....	£65
Long U-bolts c/w nuts (set of 4).....	£15
M16 calipers (exchange).....	£45 ea
M16 caliper spacer kits.....	£32 kit
Princess caliper spacer kits.....	£32 kit
MkI Escort quarter bumper brackets (set of 4).....	£40
H4 halogen headlight kits.....	£40 pr
2-up 2-down lamp brackets MkI + MkII Escort quick release Alloy.....	£35 pr
MkI + MkII Escort bonnet pins.....	£6.50 pr
MkII adjustable in-situ track control arms.....	£110 pr
Alloy navigator's footrest.....	£16
Goodridge brakehose kits.....	£56
LH + RH MkII Escort rear lenses.....	£8.00 ea
LH + RH MkII Escort complete rear light units.....	£16 ea
Straight + oval strut braces.....	£40

Complete brake pipe kits.....	£POA
Bonnet pull cables.....	£16 ea
Panhard rod kit.....	£65
MkI + MkII Escort, bias, pedal box.....	£230

PANELS

Sierra 3 door Cosworth rear quarter panels. Used from.....	£150 each
Escort MK3, rear quarter panels. Used from.....	£50 each
Escort Mk2 RS2000 bonnet from.....	£50 each
Escort Mk2 boots & bonnet from.....	£60 each
Mk3 Capri doors from.....	£30 each
Fiesta Mk1 + Mk2 + Mk3 doors from.....	£30 each
Escort Mk3 + Mk4 doors from.....	£40 each
Sierra doors from.....	£30 each
Fiesta Mk1 + Mk2 + Mk3 bonnets from.....	£30 each
Escort MK3 + Mk4 bonnets from.....	£30 each
Sierra bonnets/tailgates from.....	£30 each
Escort Mk3 + Mk4 tailgate from.....	£40 each
Fiesta Mk1 + Mk2 + Mk3 tailgate from.....	£40 each
Escort MKI boot & bonnets from.....	£60 each

MkI and MkII Escort Std anti roll bar brackets.....	£15 pr
MkII RS2000 6" x 13" 4-spoke alloys from.....	from £35 each
Various Capri Laser 6 x 13 alloy wheels.....	from £25 each
2.8 Capri Special 7-spoke alloys.....	from £25 each
XR3 5 1/2 x 14 Clover Leaf style alloys.....	from £25 each
XR3i 5 1/2 x 14 dog leg alloys.....	from £25 each
RS Turbo 6 x 15 dog leg alloys.....	from £25 each
MkI RS2000/MkII Mexico 5 1/2 x 13 steel wheels.....	£30 each
1pr 2.8 Capri Bilstein struts with vents/calipers etc.....	£300 pair
MkII 1600 Sport struts/brakes etc.....	£100 pair
MkI Escort 6 dial instruments 7000/110mph.....	£150
MkII Escort Sport/Ghia instruments.....	£60

NEW FIBREGLASS ITEMS

MkI Escort front spoiler.....	£37.50
MkI Escort Mexico arch lips.....	£35 pr
MkI Escort bubble arches.....	£90 set
MkII Escort forest arches.....	£90 set
MkII Escort tarmac arches.....	£90 set
MkII Mexico style front spoilers.....	£45
MkI + MkII Escort 1/4 bumpers.....	£45 pr
MkII boot spoilers.....	£35
MkII boot c/w spoiler.....	£90 each
MkI + MkII Escort H/Duty bonnets.....	£90 each
MkI + MkII Escort back bumpers.....	£40 each

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THIS ISSUE

Out and about with our band of classic Blue Oval-loving writers, photographers and illustrators.

ADE BRANNAN

STAFF WRITER



Ade's Horizon is the definition of low and slow, but that doesn't stop him driving it all over the UK for shoots like this Capri Cabaret. Page 69.



JON HILL

CONTRIBUTOR



Jon bones up on split-rims for this issue with the help of Neil 'the wheel' Boath. Find out what's what on page 82.



JAMIE ARKLE

CONTRIBUTOR



Bernie Rooney's 2JZ-powered drift Escort is right up Jamie's street. 600 bhp in a Mk2? What's not to like? See page 98.



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ClassicFord



Welcome

Half the fun of messing about with old Fords is finding out which bits from other models (and sometimes other manufacturers) can be made to fit, in a bid to make our own cars that little bit quicker, sharper-handling and ultimately more fun to drive.

This is nothing new, of course — Ford were at it long before we were, and in a way, their own parts-bin specials were our green light to go ahead and do the same. This issue we take a look at what parts, techniques and materials are being used in 2016 to enhance your own projects without losing any of that crucial old-school appeal — and keeping two steps ahead of the other classic marques. And since, for us at least, the biggest joy of classic Ford ownership is getting out there and using it, we've put together a guide to your Summer — from road runs to traditional, static shows to events further afield, it's all here.

Enjoy the mag.

Simon



Next issue on-sale from March 24.
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P100 and Mk3 Zephyr build ideas.

Car: 1980 Escort Harrier
Start condition: Bodyshell and some bits
Condition now: Tail end of shell restoration
Time taken so far: three months
Estimated date of completion: Before the LakesTour this May!

Words and Photos Jon Hill

PRESSING DEADLINE

Your projects: Restoring a classic Escort is no longer a case of waiting for body panels to turn up — with three Escort Harriers to restore in time for the Lakes Tour this May, Wayne Mitchell's fitting panels as fast as the factories can press them.



Obsession is pretty common in the classic Ford world — it's rare someone has just one of a particular model, but three of them? Wayne Mitchell's a very talented engine builder capable of wringing ridiculous power from virtually any engine — Blue Oval or not — yet his passion is firmly rooted in the Escort Harrier. Yes, he's got three of them, and all in various states of undress. One of the cars is particularly sentimental — indeed it's the one that started off the obsession. But that will have to wait, as this Stratos Silver car is the first one off the starting blocks.

Wayne's been pretty smart. If you've got three to build — cars that all need a tonne of panels replacing — the sensible thing's to build a jig, and with the help of Alex Fletcher and the team at Body Beautiful in Bridgnorth, Shropshire (www.bodybeautifulcarsltd.com), they've done just that.

We caught up with Wayne at Alex's workshop after the majority of panel work's been undertaken — they were waiting for just a new bulkhead pressing before they can add the new inner and outer wings waiting in the er, wings...

There's a deadline, too: getting three Escort Harriers ready for the Lakes Tour, but first things first — this one...

**"IT'S RARE THAT
SOMEONE HAS JUST
ONE EXAMPLE OF A
PARTICULAR MODEL,
BUT THREE OF THEM?"**

Name: Wayne Mitchell
Age: 38
Job: Engine Builder
Location: Shropshire



The back panel is one of the few remaining body panels that could be saved — this Harrier was exceedingly rotten.



Custom jig uses original Ford datum points.



The bespoke jig is a clever bit of kit and should make accurately restoring Wayne's other two Harriers an absolute cinch.



Harrier is going back to stock, with a few period extras.



Not a patch in sight on these fresh floorpans!



New and vast panel availability means restoring Mk2 Escort shells this bad is more than feasible.



With a May deadline, there's no time for messing about...

OLD SCHOOL NEW RULES

THE PANEL GAME

Unless you had a secret stockpile of new-old stock panels at the ready, comprehensively restoring a classic Escort bodysell over just a matter of months would have been deemed an almost impossible task — even as recently as five years ago.

While replacement panels had always been available, these were mainly to order and often with long lead times. But the efforts of enterprising individuals and later on, forward-thinking companies along with — the elephant in the room — the rapid rise in the value of Mk1 and Mk2 Escorts, means that in 2016, the rules have changed completely. The range of affordable body panels available off-the-shelf is mind-blowing and ever-growing, allowing enthusiasts like Wayne and Alex to completely restore not one, but three Escort Harriers on the trot in the space of three months.

What's next? With the Escorts now pretty much covered, it's time for the manufacturers and suppliers to take a serious look at the other models in the classic Ford stable.

Go on, why the Harrier?

It's all my Dad's fault — he had a white Harrier when I was 10 and I've since located it and bought it back although it's been modified and needs lots of bodywork — hence building a jig. I had a fair job persuading the then current owner to sell it to me — but then he found a drawing in the boot of the car with 'Wayne Mitchell, age 10', written on the back. He realised it was my destiny to have the car back and sold it to me. I've since bought this one and



another, too. The aim is to have all three cars on the Lakes Tour — me in mine, my Dad in his white car and another one for my brother!

Was this a complete car?

Not at all! In fact I only bought it to build the jig to do Dad's car — then I got the idea of doing three. I didn't realise this one was as bad as it is until we had it blasted but it's going to be a keeper so there's really only one way and that's to do it all properly — hence getting Alex involved. If I'm going to do it, no compromise it has to be dead right.

Why Alex?

Normally I do all my own bodywork, but I'm right in the middle of moving workshop premises and I have a deadline with this of The Lakes. I want it done and I want it right so there really is only one bloke I'd trust and that is Alex — he's an absolute perfectionist, used to working on very high-end restorations of Jags and Astons. His paint is nothing short of incredible — everything looks like a solid block of colour.

Tell us about the jig

With two more cars to do it made sense — Alex made as a sub-structure off of a rolling chassis table; it's made in 35 mm box section steel and picks up on every single strategic point on the car. We've checked it was square and straight to start and then used Ford data to make sure and correct it where necessary. We've even got a datum point for the wiper motor! But from it we can now completely build an Escort shell from scratch — even with no panels attached at all — so should come in very handy for the rest of the cars...

How much have you actually replaced?

There's not much that we haven't and you can see we're still mid-way through — although I think the back panel's original! Alex has photos of every new panel on and off the car, but it's been a complete new floorpan, new rear tubs, sills and the other bits we already mentioned to replace. Plus there's the roof to do yet. I've located a replacement from Escort-Tec (www.escort-tec.co.uk) as the original had one of those glass sunroofs in it — ah, the good old microwave door...


Are you keeping it completely standard?

I've been collecting parts from the usual places to restore the car — many of the specialists advertising in Classic Ford — but I can't help myself fitting a set of 7 inch Ronals — genuine, too! I bought them already refurbished although I do have a set of standard Harrier wheels as back-up. The colour's going back to the original Stratos Silver Platinum, as someone had painted the car white in its life.

Where have the panels come from?

Plenty of them were Magnum panels. They've been very good — a few have needed a bit of tweaking but using Alex's panel beating skills it's been pretty straight forward. So far it's only taken four weeks to get to this stage. The bulkhead's an Ex-Pressed Steel panel.

And the interior?

Again standard although it will be recovered by Aldridge Trimming — it's there now, the seats in the photos are for mock up and getting the seat mounts checked and in the right place... 



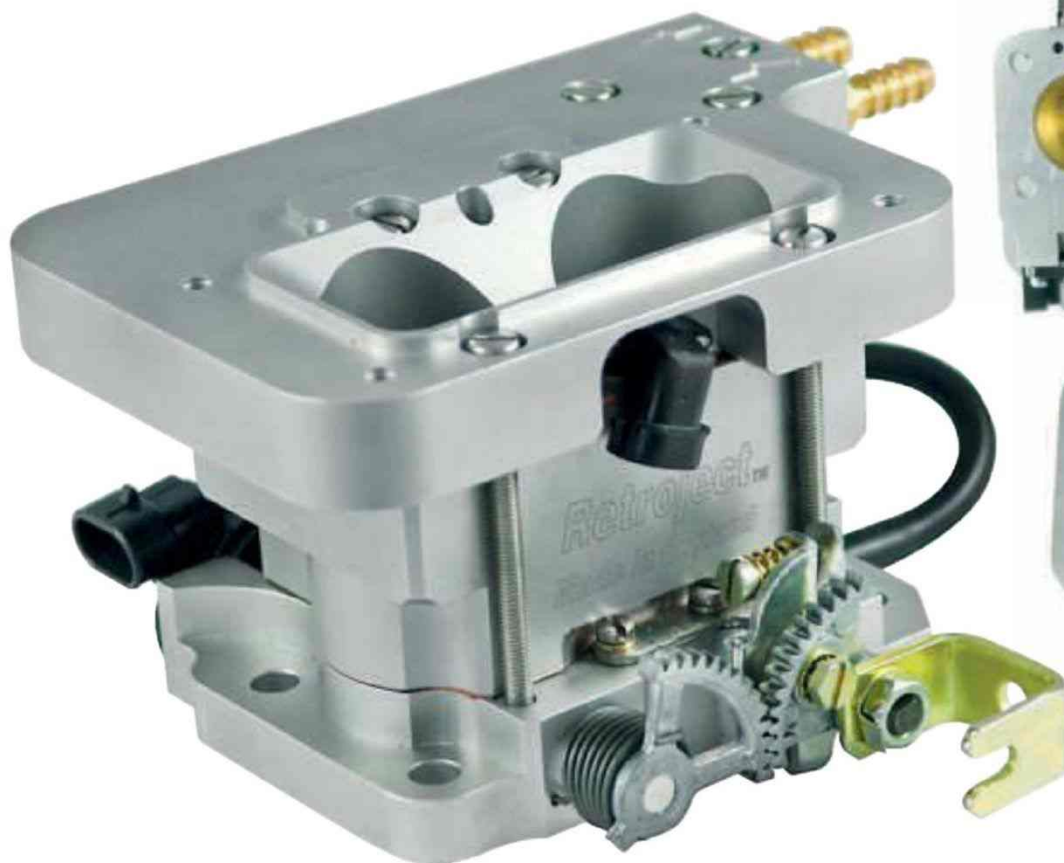
New floorpans expertly welded in place by Alex and his colleagues.



The body restoration should be pretty much finished by the time you read this, with Alex getting stuck well into the next one...

FRONTEND

YOUR EYE ON THE WORLDWIDE CLASSIC FORD SCENE



Retroject looks like a twin-choke Weber carb — and fits like one — but houses an injector.

RETRO INJECTION

New bolt-on injection kit replaces your DGV or DGAS carb.

How cool is this? Retroject is a dual injector throttle body designed to directly replace Weber 32/36 DGV and 38 DGAS carbs — giving your classic Ford all the control and flexibility of modern fuel-injection, but crucially still retaining that classic underbonnet appearance.

The critical dimensions are identical including positioning of throttle lever and throttle rotation, so it will be possible to remove a Weber

twin-choke carb, bolt on Retroject, add an aftermarket ECU and loom and a high-pressure fuel supply (Webcon can supply a neat, combined swirl pot and pump assembly for this) and you're done — no messing about with a new throttle linkage, new air filter or new inlet manifold.

Retroject is supplied complete with two Weber Pico fuel injectors, throttle position sensor, air temperature sensor, idle motor and fuel pressure regulator. Thus a complete, bolt

on, EFI set-up comes at a fraction of the cost of a multi throttle body set-up — the system costs £478.80 including VAT.

Webcon can also supply a connector kit (ATB400CK) to link the kit to your wiring loom for £31.14.

It's available directly from Webcon right now, and from appointed Webcon dealers around the globe. Call 01932 787100 or go to the website: www.webcon.co.uk.

ON THE RUN

New London to Brighton run for Fords revealed

The Ford Summer Festival and Run is a brand-new event taking place on Saturday, July 16, and is set to be the highlight of the summer. The event will begin with a run which starts from two venues — Ford's infamous Dagenham Plant in east London and Park Wood Golf Club in Westerham, Kent. The finish line of Brighton Racecourse will be home to the Ford Summer Festival.

The run costs £60 per car, which includes the car, driver and one passenger, and the package includes: breakfast voucher, route book, rally

plate, camping for two people at Brighton Racecourse on the Saturday night, afternoon and evening entertainment, two free drink vouchers, a prize giving at Brighton Racecourse, and VisitBrighton vouchers for the Sunday. If you don't want to do the run, but want to come along to the festival, then you can purchase entry tickets for £10 per person in advance, and two children aged 14 and under go free with each paying adult.

To find out more about the festival go to www.fordsummerfestival.co.uk.



Take your classic Ford to the coast via Dagenham this Summer.



CALL THE COPS

The long-running BBC series, Z-Cars still has a big place in many a classic Ford enthusiasts' heart, and with stills like this it's not hard to see why. Running from 1962 to 1978, the second series featured Mk3 Zephyrs

zooming towards the camera, supplied by Ford to the Beeb in Daffodil Yellow rather than police white, which gave extra resonance when being filmed on the black and white videotape.

THE BIG
PICTURE

TOIVONEN TRIBUTE

RAC Rally and Monte Carlo winner Henri Toivonen will be remembered at this year's Race Retro event, which takes place at Stoneleigh Park over the weekend of February 26-28 — it's 30 years since the Finnish rally legend lost his life along with co-driver Sergio Cresto, at the wheel of a Group B Lancia Delta S4.

To mark the anniversary, a special display of Toivonen's cars is to be assembled under the

curatorship of Peter Clarke, the team principle of PCA Motorsports for whom the Finn drove in the 1979 Lombard Rally. The set will include the Ford Escort RS1800 in which he contested that event.

Son of 1968 European Rally Champion Pauli Toivonen, Henri Toivonen made his World Rally Championship debut in 1975 in the Rally of 1000 Lakes. Following a strong showing in the PCA

Motorsports RS1800 in 1979 with co-driver, Phil Boland, he was signed by the Talbot works team, who paired him with English co-driver Paul White in the Talbot Sunbeam, which they took to victory on the 1980 Lombard Rally. Toivonen's co-drivers Phil Boland and Paul White as well as his brother Harri Toivonen have also been invited to Race Retro to help celebrate his life.

www.raceretro.com



See Toivonen's Mk2 in the metal at Race Retro this month.

RUSTY CORNER

Terminally-rotten old Fords

Classic Ford contributor, Simon Holmes has been on his holiobobs to Thailand, and while dodging the sun spotted this unloved example of Ford's commercial line-up.

"This short-wheel base Mk1 Transit panelvan was in Koh Samui amongst a load of other older stuff," he recalls. "I saw the odd Mk1 Escort while I was there, but they were all in pretty rosey condition!"

Spotted an unloved Ford on your travels? Email photos and details to classicford.ed@kelsey.co.uk or write to us at the address on page 5.



Transit hides from the sun in Thailand.

Win a retro toolchest

If, like us you've been coveting one of Sealey's retro toolchests since they were announced last year, then good news, you could win one.

Sealey are giving away a retro-styled tool chest combo worth over £1000. Consisting of a four-drawer topchest, two-drawer midbox and four-drawer rollcab, and all featuring ball-bearing drawer slides, it's a top-notch bit of kit. With its blue finish and white racing stripes, it would be the focal point of your garage or workshop — other than your classic Ford, of course.

For your chance to win visit www.sealey.co.uk and follow the competition link.



Yes you cam

The New Year always brings with it a batch of new catalogues and 2016 is no exception, with Kent Cams' offering now available for you to get your mitts on.

Containing comprehensive listings of all their camshaft applications and profiles from the current range there are also details for all the Kent accessory ranges including valve springs and collars, cam followers, vernier pulleys and more.

View the 2016 catalogue on-line at www.kentcams.com or request a good-old printed version by giving them a call on 01303 248666.

Check out custom Pops and more at Wheels Day.



Where to go in March

Wheels Day

When: March 25

Where: Rushmoor Arena, Aldershot GU11 1PZ, UK

It's been running for years, but Wheels Day is largely off the radar for most classic Ford owners, which is shame because it's a cracking show. Organised by Surrey Street Rodders, it's the season-opener for the UK rod and custom scene and is a great place to pick up ideas (and parts) for your own rebuilds. Naturally, all marques are represented, but Fords always feature strongly. Well worth a visit.

Find out more: www.surreystreetrodders.com/wheelsday

For a complete guide to shows and events in 2016, turn to page 51.

COMING UP

What's inside the May 2016 issue?

Five reasons why you just can't miss the next edition of Classic Ford:

1. The full story behind Chris Penny's award-winning Mk1 Escort
 2. Full Mk1 Fiesta special editions buyer's guide
 3. Tuning carbs for power — and economy
 4. Pinto-powered Mk1 Cortina sleeper
 5. ST170-powered Mk2 Escort project profiled
- The May 2016 issue hits the newsstands and is available to download from Thursday, March 24. Why not subscribe to make sure you don't miss out? Check out our latest subscription offers on page 80.

ON SALE
March
24!



Studio one: check out Chris Penny's stunning 16-valve Escort in the May issue.

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PRODUCTS

THE LATEST, GREATEST BITS FOR YOUR CLASSIC FORD

ALLOY ENGLISH DIFF HOUSING

£399 Burton Power

Burton Power now has a lightweight aluminium alloy (heat treated L169) differential housing to suit the English axle — saving almost 5 kg over the original cast-iron piece. The housing is a direct replacement, but it has been made with a thicker flange for protection against distortion and comes supplied with extended studs for the axle casing. The housing also incorporates an additional strengthening rib for extra stiffness. The housing is supplied with pinion bearings fitted and the depth of mesh checked (and stamped on casing).

Contact: 020 8518 9127

www.burtonpower.com



SIERRA ESTATE UPDATED DAMPERS

£73.25 GAZ Shocks

GAZ is now offering their GT-spec dampers to fit the regular Estate (1984-on) and the XR4x4 Estate (1986-onwards). Bump and rebound rate can be adjusted to suit the conditions, load and driving style. They have adjustable damping rates which can be altered by means of an easily accessible knob on the side of the units. The dampers feature a zinc-plated body and all units are individually tested before leaving the factory and are covered by a two-year warranty.

Contact: 01268 724585

www.gazshocks.com



CASTROL CLASSIC MUG

£5.99 Mini Spares

Classic Ford enthusiasts run on tea, and lots of it, so what better to slurp your brew out of than an authentic Castrol 500 ml mug? This retro-styled, enamelled tin mug harks back to the original packaging that Castrol was using in the '60s, and it also works with coffee, hot chocolate or Ribena and is handy for keeping odd nuts and bolts in, too.

Contact: 01707 607700

www.minispares.com

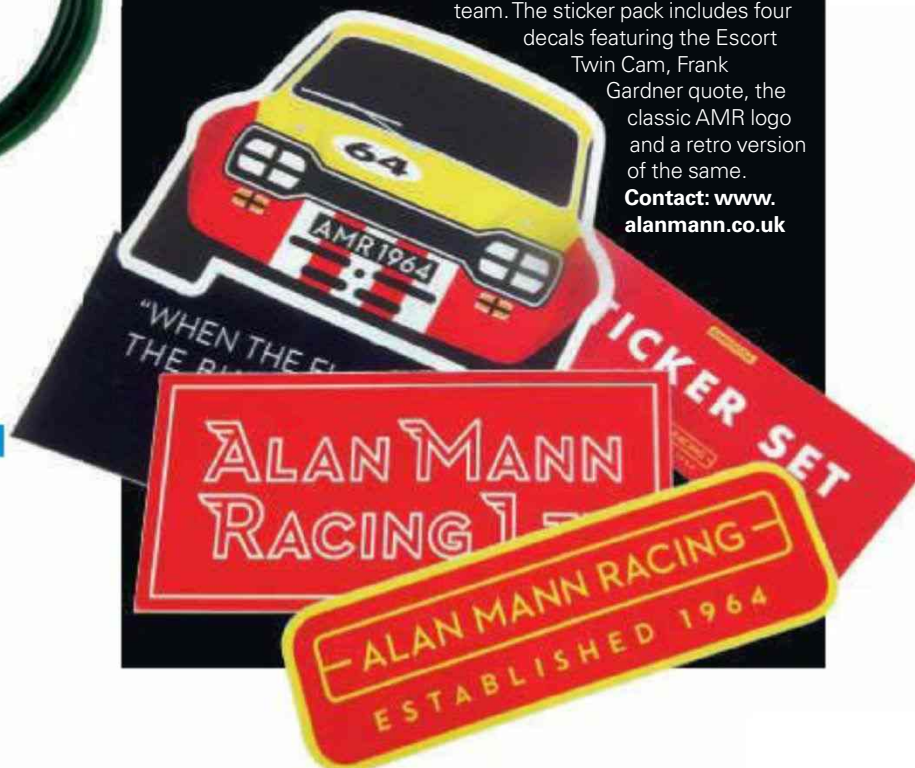
ALAN MANN RACING DECAL SET

£7.50 Alan Mann Racing

If the thought of never owning an Alan Mann Racing Escort is getting you down, fear not, you can now buy official decals from the race team. The sticker pack includes four decals featuring the Escort

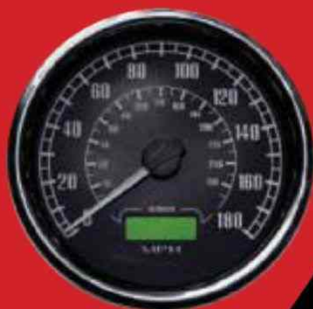
Twin Cam, Frank Gardner quote, the classic AMR logo and a retro version of the same.

Contact: www.alanmann.co.uk



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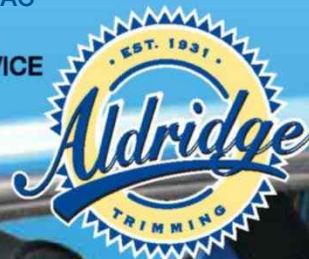


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£179.94 Sealey

Here's a jump starter pack with a difference. Sealey's new E/Start600 doesn't have a battery inside. Instead, it runs with ultracapacitors (also known as supercapacitors or supercaps), and some clever electronics which maximise a discharged battery's voltage. The E/START600 requires just 5 volts to jump start a vehicle. Simply connect it to the vehicle's discharged battery and the unit will display the battery's existing voltage. It then draws power from it and energises itself fully within two minutes before pushing full power safely back through the starting system, jump starting the vehicle. If the discharged battery is holding less than 5 volts, the ElectroStart can be pre-charged by connecting it to any healthy 12-volt battery from another vehicle, or via the supplied USB charging cable or 12-volt lead. It weighs just 1.4 kg and is small enough to fit inside your classic Ford's glovebox. Genius.

Contact: 01284 757500

www.sealey.co.uk



MK1 ESCORT WING BADGE PLINTHS

£8.28 each Rally Design

While the actual badges are easy to find new, the plinths, which often lose their mounting pins, have been hard to find for many years. The good news is Rally Design has commissioned new tooling so they're available once again. Exactly as per the originals, they come with the plastic pin locators, too.

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www.rallydesign.co.uk



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SamcoSport has released their race-spec silicone hoses in the Classic Black finish. This is ideal for classic racing or upgrading your street classic with something infinitely more reliable than the original rubber hoses. A smooth silicone inner liner reduces drag on both fluids and air which leads to increased flow and better heat transfer, and the Classic Black hoses come with an embossed SamcoSport logo rather than the white logo found on the coloured hoses and kits. Samco's Xtreme range of hoses is also available in the Classic Black finish. They have a temperature rating of -50°C to +250°C and are also super lightweight in design due to the use of specialised lightweight fabrics and advanced manufacturing processes.

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www.samcosport.com



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www.burtonpower.com



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Contact: 01258 818243,

www.jasonpillarclassiccars.co.uk

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Words Dan Furr Photos Dan Sherwood

GENERATION GAME

Old school, new rules? Father and son, Jim and Paul Dudley know all about building and tuning classic Fords the right way, and this hot Anglia and Escort combine the best of both worlds.



"THE OCTANE-OBSESSED DUO HAVE FOUND THEMSELVES IN POSSESSION OF A WIDE RANGE OF FRUITY FORDS OVER THE YEARS, THIS ANGLIA AND ESCORT BEING THEIR LATEST BUILDS"

Modifying classic Blue Ovals is a family affair for the father and son team of Jim and Paul Dudley. The octane-obsessed pair have found themselves in possession of a wide range of fruity Fords over the years, and visitors to their Wisbech-based workshop will often see the Dudley duo stripping and rebuilding vintage Fords that have been delivered to the restoration arm of their family-run sports car manufacturing business, Tiger Racing.

"We've spent three decades designing and building Ford-powered cars under the Tiger Racing banner," explains Jim. "In addition to producing our own brand of track-friendly weaponry, however, we've been responsible for

the repair and restoration of a huge number of retro rides ranging from Morris Minors to classic Ferraris," he says. Add a variety of Cortinas, Anglias and Escorts to that list and it quickly becomes clear that the lads were well placed when it came to affording their own fantastic Fords a healthy dose of TLC!

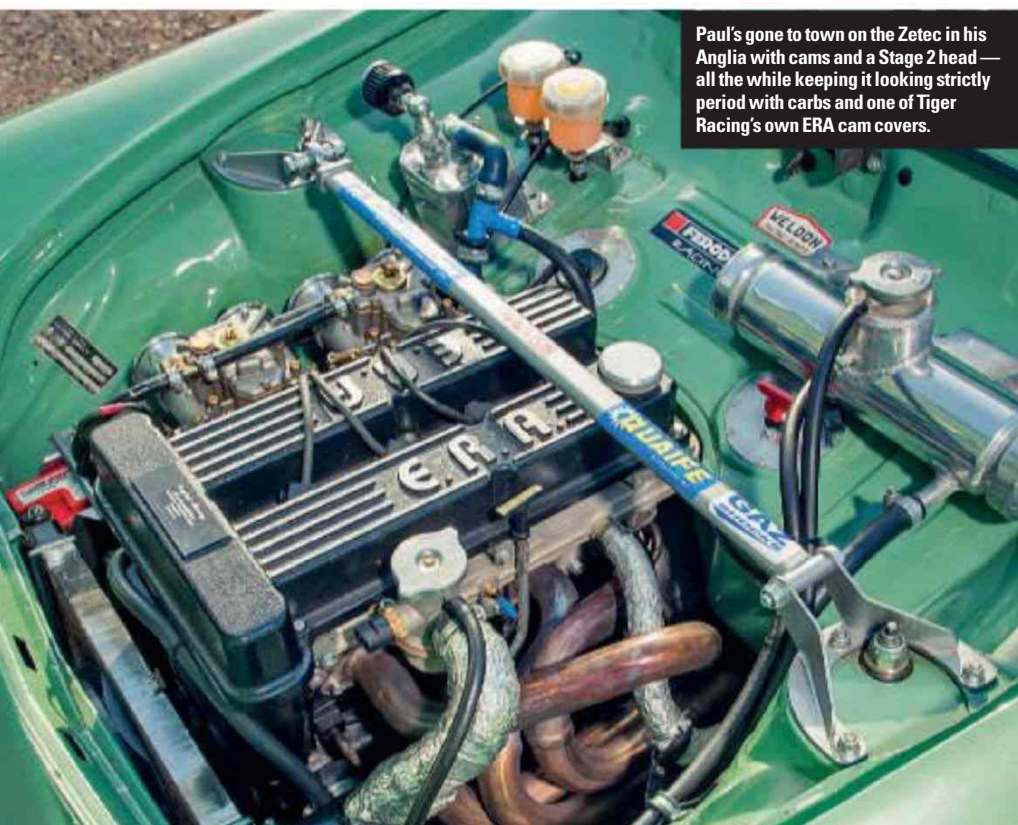
"I've owned various Lotus-badged motors since buying a Series 2 Seven in the late 1960s, yet I've always had a soft spot for old Fords," continues Jim. It was with a love of both manufacturers in mind that he decided to go on the hunt for an Escort Twin Cam in the summer of 2012. Sadly, his search proved fruitless. "Sellers wanted mega money for examples that really weren't worth their asking price," he sighs.

Twink tribute

Reasoning that he could build a faithful replica to a much higher standard than that exhibited by the genuine Twin Cams that he had been looking at, Dudley-the-elder began the search for a rot-free Mk1 shell that would happily house a rebuilt and tuned Lotus lump with an accompanying Type-9 gearbox. Against all odds, he struck gold six months later when a fellow Ford fan with a similar plan of action decided to advertise his unfinished '68-plate 1300GT project for sale.

Already packing replica Contour seats, 140 mph Lotus clocks, Lotus rims, a modified transmission tunnel and a tidy lick of Ermine White paint, the minty fresh Mk1 was just →





Paul's gone to town on the Zetec in his Anglia with cams and a Stage 2 head—all the while keeping it looking strictly period with carbs and one of Tiger Racing's own ERA cam covers.

Tech Spec

ANGLIA

Body

1966 Anglia 105E, repaired lower doors and wings, restored brightwork, replacement window seals, new badges, Tiger Racing window stickers, pressed metal registration plates, vintage AA emblem. **Paint:** Spruce Green with Ermine White roof and side stripes

Engine

1988cc Zetec, ARP fasteners throughout, Scholar Stage 2 cylinder head, English Racing Association (ERA) cam cover, Kent Cams high-lift camshafts, Weber Alpha 3D mapped ignition system, twin Weber DCOE 45 carburetors, 105Speed tubular exhaust manifold, Ashley Competition exhaust system, Raceline water rail, polished oil and water filler caps, Powervamp 25 battery

Transmission

Rebuilt Type-9 five-speed gearbox, performance clutch, Quaife ATB limited-slip differential, alloy bellhousing, quickshift kit

Suspension

Front: GAZ coil-overs, adjustable track control arms, quickrack, bespoke steering column, uprated anti-roll bar, Milton strut brace. **Rear:** Spax rear turrets, rear anti-tramp bars, polybushed

Brakes

Four-piston Hi-Spec Motorsport front callipers with Mk1 Escort discs and Ferodo DS2500 pads, standard rear drums with uprated shoes, servo assisted, bias pedal box, Goodridge braided hoses

Wheels And Tyres

5.5x13 inch steels, new hubcaps, Toyo 185/60R13 tyres

Interior

1965 Lotus Elan racing seats, retrimmed rear bench and uprights, PZRacing digital speedo, Smiths gauges (oil pressure, water temperature, rev counter), deep-dish three-spoke steering wheel, new carpets, period map light, fire extinguisher, drilled pedals, chrome gearknob



Carbs rather than throttle bodies fuel the 16-valver.



Bulkhead-mounted reservoirs feed a bias pedal box.



the ticket, although it was the car's rock solid chassis that put the biggest smile on Jim's face. "I was determined to buy an Escort that had never been welded. Thankfully, the car that was being pitched to me was everything that I was hoping for, and I immediately saw its potential as a new home for one of the four twin-cam engines that I had in storage," he grins.

Tiger Racing's delivery lorry was soon carting Jim's GT from where it had been living in Bristol to the Dudley family's factory in Wisbech. Upon arrival, the white wonder underwent a thorough examination before being driven into the firm's in-house spray booth.

"I couldn't have bought a better shell!" beams Jim, before admitting that his and Paul's attention to detail demanded that the Escort was given a new coat of Ermine White to iron out any flaws in its cosmetic condition.

Lotus love

Before long, a fully rebuilt twin-cam featuring a reconditioned head with a new valvetrain, high-lift camshafts and strengthened followers was joining reconditioned Dell'Orto carburetors, a new exhaust system and uprated ignition in the belly of the refreshed Mk1. A new alloy bellhousing, a performance clutch and a quickshift kit also joined the party, while other chassis upgrades came in the form of Hi-Spec Motorsport four-piston front anchors and uprated suspension.

To complement the Lotus-themed interior components that Jim inherited with the purchase of his car, he has installed new carpets, drilled pedals and a deep dish three-spoke steering wheel. The end result is an exceptionally clean Escort, and one that is likely to stay that way. "I would estimate that the car has covered approximately 60 miles a year since I finished →

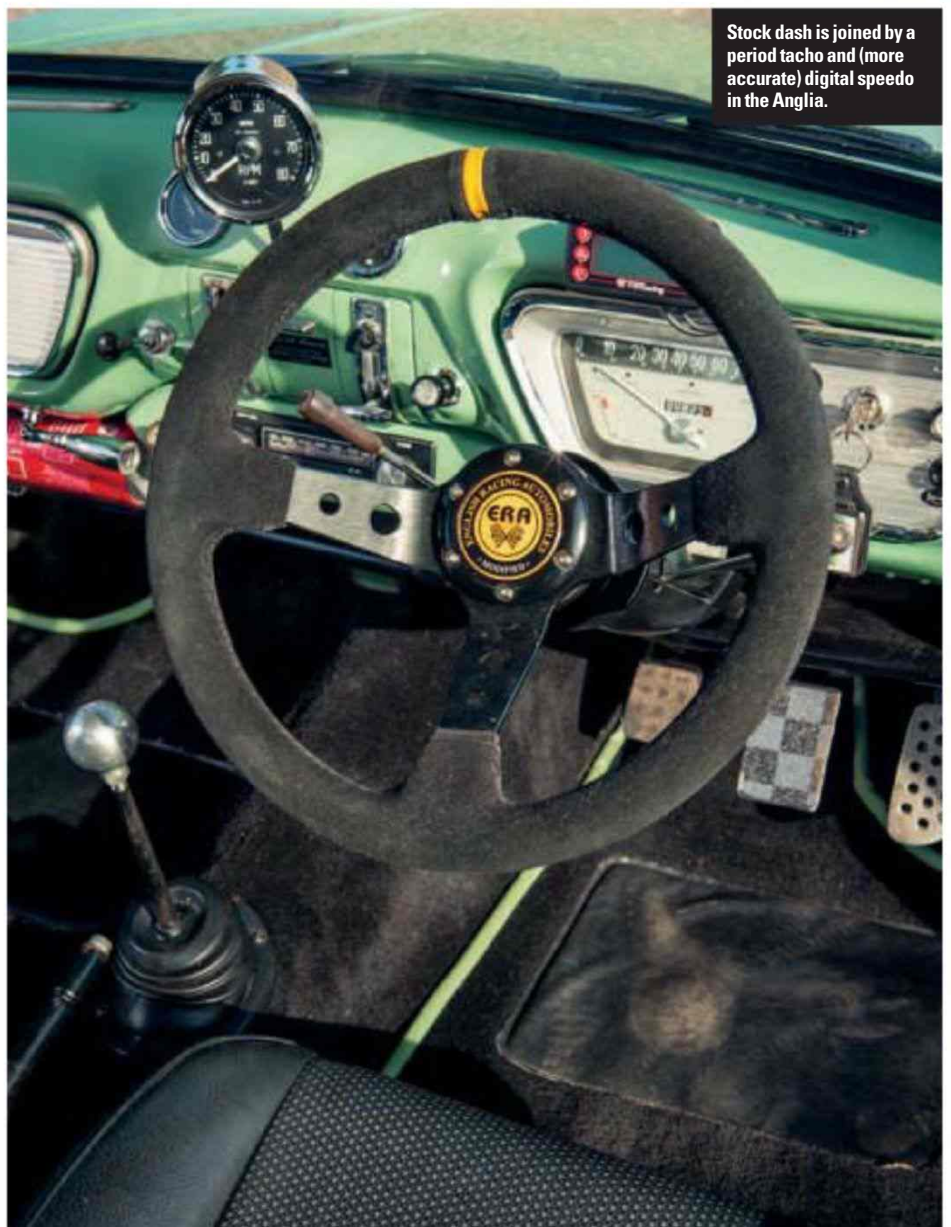


ABOUT TIGER RACING

GETTING KITTED OUT

Jim Dudley established Tiger Racing back in 1989 with the intention of offering automotive enthusiasts a range of superbly-engineered cars that would benefit from a low cost, high quality build thanks to the use of readily-available Ford powerplants.

At home both on the road and at the race track, the thousands of Tiger Racing sports cars that have been produced during the past three decades have lit up racing circuits the world over (not least of all in popular single marque racing championships), leading to owners of classic cars asking Jim and Paul to carry out nut-and-bolt restorations and modifications to their motors. www.tigerracing.com



Stock dash is joined by a period tach and (more accurate) digital speedo in the Anglia.



With four Lotus twin-cam motors at his disposal, it was a natural choice for Jim's Mk1. This one's been rebuilt and mildly tweaked.



Tasty seats are replicas of the optional Contour buckets available for the Twin Cam.



building it!" he laughs, citing local classic car shows as its only outings to date.

Anglia attack

In contrast, Paul's Spruce Green 1966 Anglia 105E has seen plenty of action, although the route to building his pride and joy wasn't quite as straightforward as that experienced by his dear ol' Dad. "It's true to say that I managed to find a freshly-painted Ford, but the quality of the car's coat of colour left a lot to be desired!"

chortles the 43-year-old petrolhead. He's not wrong — his now-immaculate 105E came to him plastered in a questionable covering of what appeared to be British Racing Green sitting atop an extra six layers of poorly-applied paint!

Fortunately, Paul's finely-honed skills in the art of classic car restoration meant that his Anglia's body could be stripped and restored at Tiger Racing HQ without issue. "Like Dad, I wanted to bag myself a vintage Ford that could boast a solid shell. Thankfully, that's what I →

Tech Spec

MK1 ESCORT

Body

1968 Mk1 Escort 1300GT, square headlights, Cibie Sport front spotlamps, restored brightwork, replacement window seals, new badges, pressed metal registration plates.

Paint: Ermine White

Engine

Rebuilt 1558cc Lotus twin-cam, honed block, all new bearings, reconditioned cylinder head with reground valves, high-lift camshafts, Weber ignition system, strengthened cam followers, new oil pump, new water pump, new timing chain, new distributor, new alternator, reconditioned Dell'Orto 40DHLA sidedraught carburettors, new exhaust system, polished fluid reservoir caps

Transmission

Fully rebuilt Type-9 five-speed gearbox, performance clutch, alloy bellhousing, quickshift kit

Suspension

Strengthened uprights, lowered and uprated front springs, rear lowering blocks

Brakes

Front: Four-piston Hi-Spec Motorsport callipers, performance discs and pads.

Rear: 9 Inch drums, remote servo, Goodridge braided hoses

Wheels And Tyres

5.5x13 inch Lotus steels, new hubcaps, Maxxis 185/60R13 tyres

Interior

Contour replica front seats, factory rear bench, Lotus instrument cluster and gauges, deep-dish three-spoke steering wheel, new carpets, drilled pedals, chrome gearknob

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"THE DUO HAVE RACKED UP PLENTY OF SMILES FOLLOWING THE RETURN OF THESE FORDS TO THE NATION'S HIGHWAYS"

ended up with, although I did need to repair the bottom of the car's doors and wings," he admits. His 105E's brightwork was also in need of attention, but each component that Paul considered to be less than satisfactory was restored or replaced with an entirely new part.

Meanwhile, the car's transmission tunnel was enlarged to allow for the installation of a Type-9 gearbox. Further transmission upgrades came thick and fast, with a Quaife ATB limited-slip differential and a quickrack thrown into the mix, while a pile of suspension parts that included GAZ coil-overs, Spax rear dampers, adjustable track control arms, a Milton strut brace, polybushes and uprated anti-roll bars began to stack up in the Tiger Racing workshop.


"I stripped the car down to its bare metal," confirms Paul. "From there, I applied Spruce Green to its body panels and Ermine White to its roof," he adds. He also painted an attractive white stripe to each side of the car and fitted re-chromed metal along with a vintage AA badge!

Zetec inside

Powering his awesome Anglia is a fully rebuilt 2-litre Zetec that has been assembled with a Scholar Stage 2 cylinder head, Kent Cams high-lift camshafts, Weber 3D ignition, twin DCOE 45 carburettors and ARP fasteners. Exit airflow is managed by a 105Speed tubular manifold mated to an Ashley stainless steel exhaust — a system providing a raucous growl that hints at the 190 bhp power output being produced beneath the car's bonnet.

Like those of his father's Escort, the ponies propelling Paul's 105E are reined in by four-pot Hi-Spec stoppers hiding behind Lotus steels wrapped in performance rubber. The wheels suit the car down to the ground (literally), as do the

1965 Lotus Elan racing seats that sit alongside a PZ Racing digital speedo, Smiths gauges and the three-spoke steering wheel that populate his car's freshly-carpeted interior.

Paul tells us that he has racked up plenty of smiles to the mile following the return of his restored Ford to the nation's highways. Judging by the quality of the finished article, we have no reason to dispute his claim, and it's great to see new life breathed into both his and Jim's '60s smashers. Yup, a love of classic Fords definitely runs in the family! 



Both cars wear classic 5.5J Lotus steels with pride.



Rear guard: classic peep mirror pair adorns the Anglia.



Early Elan seats are a great period addition to the 105E.

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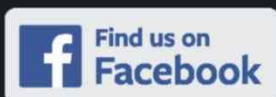
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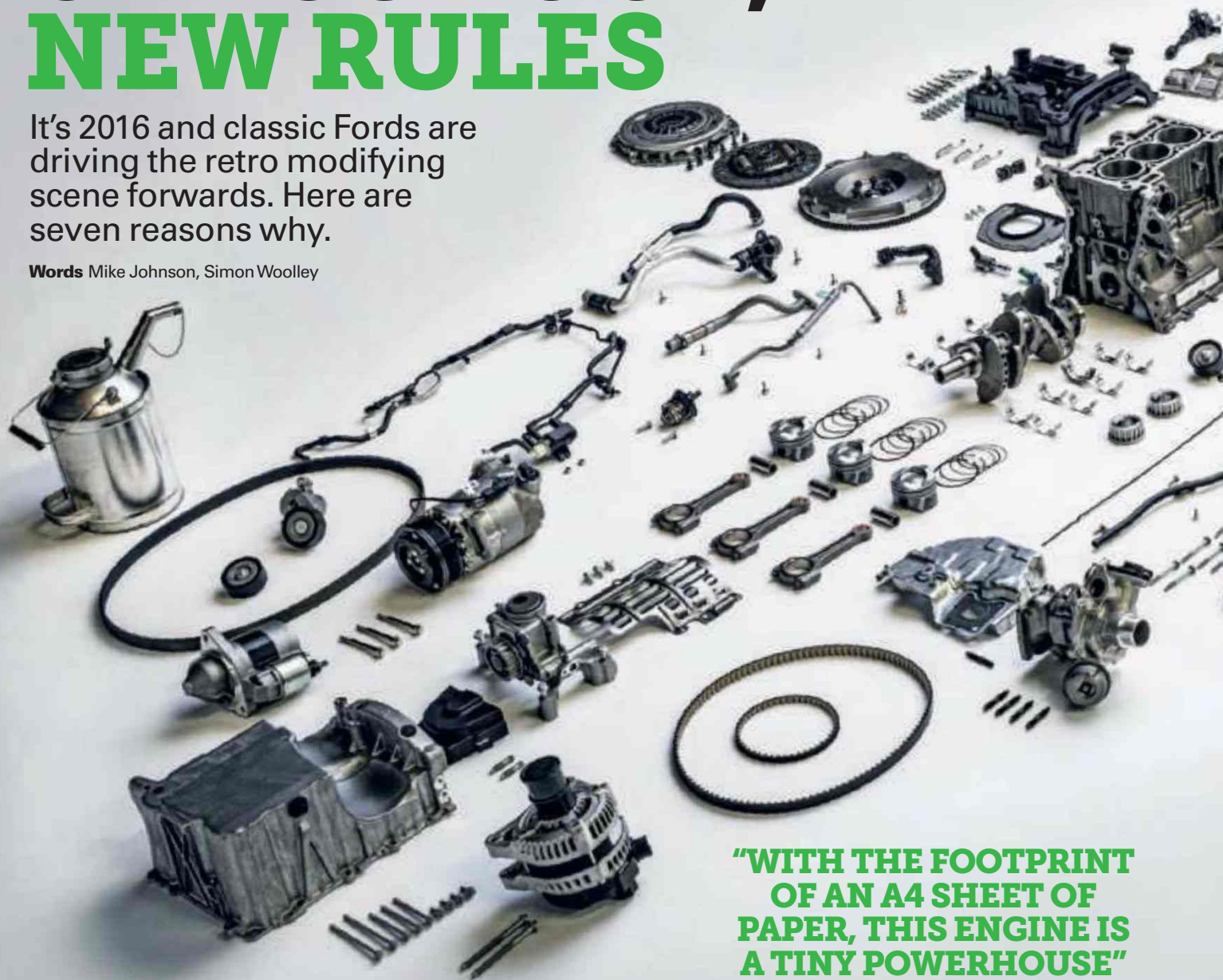


Know this

OLD SCHOOL, NEW RULES

It's 2016 and classic Fords are driving the retro modifying scene forwards. Here are seven reasons why.

Words Mike Johnson, Simon Woolley



"WITH THE FOOTPRINT OF AN A4 SHEET OF PAPER, THIS ENGINE IS A TINY POWERHOUSE"

THE ECOBOOST REVOLUTION

There's a quiet revolution happening under the bonnets of Ford's current model range, and it's being spearheaded by the various EcoBoost engines. The 1-litre, three-cylinder version mounted in the current Fiesta and Focus is a tiny powerhouse that has a punchy torque delivery and has terrific economy. Luckily, for us it comes with the standard Ford gearbox bolt pattern meaning we can fit it to old Rocket boxes, a Type-9 or even the front-drive BC gearbox if we wanted. There will need to be some engineering to get a clutch and starter all in and working, but there is already an EcoBoost Caterham out there using

Type-9, so it's definitely possible. Why would you go to the effort of fitting one? With the footprint of an A4 sheet of paper, it's tiny! Ideal for an Anglia or Pop with no bulkhead mods needed. The 125 bhp engines can be chipped to over 160 bhp and Ford have even built a Formula Ford with the 1.6 turbo version, remapped and now producing over 200 bhp on stock internals. The EcoBoost engines have some revolutionary design features giving superb fuel efficiency, with oil-lubricated timing belts and ingenious thermostats that get the car up to temperature faster. The variable cam timing and direct fuel injection means they have loads of

lowdown torque and it has been said to have the same driveability and response as larger modern turbo diesels. The electronics and ECU are where it could get complicated if you plan on running the stock ECU without the original dash and other sensors from the donor car. However Specialist Components already supply a standalone GDI4 ECU with a loom specifically for a 1-litre EcoBoost engine. So who's going to be the first to get one mounted and running in a classic Ford then?

More inspiration:
www.specialist-components.co.uk,
<http://youtu.be/3t908YJRebw>

Info

Thanks
To David Murphy of Retro Rides and Gary Martin of Gary Martin Motorsport for their help with this feature.

THE NEW BREED

Everyone's opinion of what makes a classic Ford is different, but there's no denying there has been a seismic shift in the classic Ford scene in recent years. Whether it's down to the price hikes for some of the more traditional, popular models forcing enthusiasts to look elsewhere, or the simple reason that even an early '90s Ford is now 25 years old, new blood is bringing new cars into the scene, with fresh ideas and enthusiasm. And that can only be a good thing.



HIDDEN INJECTION

The advantages of fuel and ignition management are there for all to see — driveability, reliability, adjustability — but while for many the sight and sound of a pair of DCOE-style throttle bodies is a joy to behold, for many more a traditional underbonnet look — devoid of injectors, extra wiring and throttle position sensors — is preferable. We've already seen moves to provide the best of both worlds for the classic market, with the DCOi throttle body looking exactly like a traditional DCOE sidedraught carburettor though with an injector and wiring hidden inside, but there's more to come, and it's being lead by cunning enthusiasts — Fitz Pinnock's RS2000 featured last issue features a pair of IDF-style downdraught throttle bodies hidden under the infamous Group One airbox, and no-one is any the wiser.

More inspiration: www.northamptonmotorsport.com

CHERRY-PICKED INTERIORS

Ford's parts-bin mentality has been a boon to the classic Ford scene, allowing engines, gearboxes and suspension components to be swapped at will between the different models. Even interiors haven't escaped this — remember when the seat of choice for almost any classic Ford was a pair of half-leather Recaros liberated from a Capri 2.8i Special? But we've moved on, and now we're looking to other manufacturers to make that interior build just that a little bit more special and different without ruining the feel of what is usually a pretty damn good interior to start with. So, we've started seeing '70s Porsche seats appearing (often made by Scheel, also responsible for the RS1600i's recliners and rolltops found in AVO Escorts, remember), and early Elan buckets in '60s Fords (check out Paul Dudley's Anglia on page 20), as an example) — anything that enhances what is already there.



Fresh Materials

Combining modern composites with traditional steel and chrome shouldn't work, but it does. Lighter and often stronger, the rise of materials such as Kevlar and carbon fibre in the automotive world has been well-documented — and as a knock-on effect, raising the profile of once-derided fibreglass at the same time. From bumpers, to interior door panels, dashboards to body panels including roof skins, even steering columns (see page 44) used with deliberate thought, composite panels are a valuable addition to the classic Ford modifying canon, and its use is only going to increase.



TAKING RISKS



For the human race to evolve, we need to take risks — think man-on-the-moon, cracking the genetic code, conquering Mount Everest — and the same could be applied to the classic Ford scene, though possibly not quite on such a grand scale... But the same sentiment exists, so when an idea doesn't look like it could work on paper, quite often the best method is not to give up, but to get stuck in with a tape measure and try it for real. When longtime classic Ford builder, Alan Lambert revealed his plans to transplant the twin-turbo V8 motor from a Lotus Esprit into his Mk2 Cortina without altering the inner wings or bulkhead, to create his perfect vision of a road-going, modern twist on the classic Lotus Cortina, many thought it not possible. But he went ahead and did it, and the end result is one of the most-inspiring builds we've seen for some time. We need people like Alan, and people like you, to allow the classic Ford scene to progress, to evolve, and to stay one step ahead of the pack.
More inspiration: <http://retrorides.proboards.com>

MODERN ELECTRONICS

We're not talking about fitting electronic ignition or upgrading to modern, blade-type fuses here (though both are well worth doing), but instead taking full advantage of aftermarket electronic systems that have become available in recent years. While ECUs combined with fuel-injection or ignition management are becoming increasingly popular, we've only just begun to scratch the surface of their capabilities — even the most basic of aftermarket ECUs can offer launch control, datalogging, oh and full-throttle gearchanges, and many can also control the cooling fans or provide a separate start advance for cranking on high-compression engines. It doesn't have to be about performance either — while electric power-steering kits have been popular fitment on competition Escorts for some time, aftermarket kits to convert classics are also available, transforming the driveability of an over-tired road monster. It's all there for the taking, and the beauty of most of it is, it can all be hidden out of sight.

More inspiration: www.emerald3d.com



Modular front suspension

Already hugely popular in the States within the muscle car and hot rod scenes, the idea behind modular front suspension kits is to replace the entire front suspension on your classic with a much-improved, often-adjustable set-up that in most cases improves the geometry for finer handling. While off-the-shelf kits for classic Fords aren't available quite yet, WRC-style modular set-ups for competition Escorts are, so it's only a matter of time before they start to appear.

More inspiration: www.motorsport-tools.com

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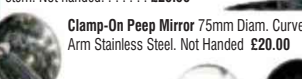
In response to popular demand from classic Ford owners, Burton Power have now released their own 'Powerlead' HT Ignition Leads in black as an alternative to the blue version that Burton's also produce.

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Escort Mk1/2 ... £515.00
4 pot 260x20mm road brake kit:
Escort 1/2/Capri ... £495.00
Cortina Mk3/4/5 ... £495.00

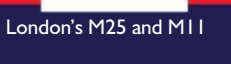


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MK3 CAPRI



Words and Photos Jon Cass

New Order

Move over 3.0S, the 2.8i is coming through as the king of Mk3 Capris, and Gideon Mayers' restored Special is spearheading the charge.



When Ford first came up with the advertising slogan, ‘The Car you always promised yourself,’ they could never have imagined over four decades on people would still be eagerly waiting to fulfil that promise when the time is finally right.

The ad, of course, was for a brand-new Capri and if like so many of us, you missed out before the last coupe to bear that iconic name rolled out of the showroom in 1987, you had to make do with a pre-loved example. That would be mission accomplished for the majority of us, but for Gideon Mayers, this wasn’t an option. Ford might have stopped building brand-new Capris, but he still could do the unthinkable and build one himself. OK the numberplates denote a

1987 registration, but trust us; look absolutely anywhere on his 2.8 injection Special and it is essentially a brand-new car that could have rolled off the production line this morning.

“My love affair for the Capri began when I was just eight, I used to live close to a Ford dealership and paid them regular visits, drooling over all the cars in the showroom,” Gideon smiles. “They always had some form of Capri on display and by the ’80s the 2.8 injection stole the show, I spent many hours daydreaming about the day I could afford to own one.”

By the time he was 16, Gideon had managed to save enough to buy a Capri, if not a 2.8 injection example. “It was a Diamond White

Mk2 1.6L, I spent a year fitting a 2-litre Pinto, four-branch manifold, Weber carbs and a Richard Grant bodykit,” he recalls, “I finished it off with a set of Wolfrace alloys, a 3-litre interior and carried out a full respray in my mum’s garage.”

The Mk2 ticked all the boxes at the time, but as the years rolled by, Gideon still had a burning desire to own a 2.8 injection. “It couldn’t be just any 2.8i,” he points out, “it had to be something that didn’t exist anywhere else in the world, a one off so to speak, a brand-new Capri 2.8 injection.” A mammoth task in anyone’s book then, but by 2009 Gideon had located and purchased a base for his ambitious project, registered D51 SYA. “It was the same Special specification and colour as the one I have now, but when E969 ROK →

**"IT HAD BEEN LAID UP IN A GARAGE SINCE 2000,
WITH A WING AND FRONT VALANCE MISSING"**



After seeing a brand-new 2.8i in a Ford showroom in the '80s, it's always been Gideon's dream to own one.



CLEAN SWEEP

The attention to detail on Gideon's Capri is just breathtaking throughout we're sure you'll agree, and the research and man hours involved almost unimaginable. A good example of Gideon's desire to recreate a perfect vision from his youth are the often overlooked and fully operational headlamp washer jets.

"These were only available as a factory fitted option on left-hand-drive cars due to the placement of the larger dual motor washer bottle," Gideon points out, "but I had to have them and they had to be fully operational too." Unfortunately there was no room for the larger bottle, this being a UK car, so Gideon has cleverly taken a discreet feed from the underside of the original smaller reservoir and mounted a motor on the front bulkhead just below the nearside horn.

RESTO LOG

Gideon set out to find the best base he could for his planned ultimate 2.8i restoration. The resulting base was ultra-solid, but even so still needed plenty of panelwork to get it as-new.



Gideon bought the Capri as a damaged, abandoned restoration project. Despite this, the car was solid.



The body rebuild was tasked to ace Capri restorer, Stuart Baldy, and included a new rear quarter panel.



Stuart brought the shell back to life using many of the new-old stock panels Gideon had tirelessly sourced.



The Cologne V6 was rebuilt and carefully detailed, too, the only internal deviation being steel timing gear.

came up for sale, I ended up buying and using that one as a base." The best parts of SYA were salvaged and the rest sold on, while Gideon got to work on the E-registered 2.8i.

"This one had been laid up inside a garage since 2000, so there was very little corrosion," Gideon points out, "one of the wings and the front valance were missing, I got the impression a restoration had begun some time ago and it had just been abandoned."

Perfectionism

After seeing a concours Rosso Red Capri at the Classic Motor Show some nine years ago and being totally gobsmacked by the flawless quality of work carried out on that car, Gideon knew every single inch of his own project had to be finished to perfection if his 2.8i was to reach such a high standard.

"The first thing I did was to fully strip the shell and catalogue every part," he explains, "then began five years of scouring classifieds for new-old stock parts as I knew I'd be requiring plenty of them!" These included the



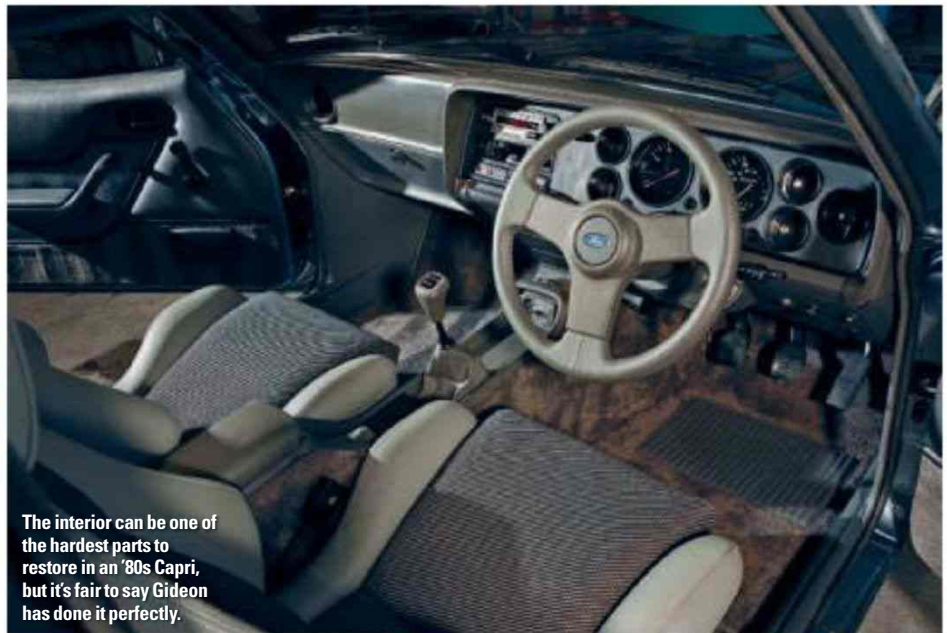
The array of new-old stock parts used in the rebuild is bewildering. All the fixings were plated or coated, too.



Ceramic-coated mild-steel manifolds rather than stainless were used, as Gideon prefers the sound.



Underside is beyond immaculate. Gideon deviated from factory spec with a stainless-steel exhaust here.



The interior can be one of the hardest parts to restore in an '80s Capri, but it's fair to say Gideon has done it perfectly.

rear spoiler, bumper blades, bumper end caps and headlamp washer jets. "The sunroof seal was impossible to find, but a little bird told me the Mk2 Golf seal is identical, so I managed to source one of those instead," Gideon smiles. The 2.8 injection originally came with Goodyear Eagle NCT2 tyres and incredibly a nearly new, full set was sourced from a brand-new car, written off back in 2000 with just 200 miles on the clock. Quite a find then!

Where possible, original parts have been retained if restorable. "A slow methodical restoration began on each individual component," Gideon recalls, "every inch of the car was taken back to bare metal and coated with yellow etch acid primer, which is real nasty stuff you can see soaking into the metal!"

All nuts, bolts and plated components were soda blasted and replated in either nickel or passive plating as they would have been originally, "I haven't used stainless steel fittings as in my opinion these would detract from the build," Gideon adds.

The restoration of the bare shell was the only aspect of the whole project Gideon didn't carry out himself, "I handed that task over to Stuart Baldy at Restore-A-Ford who I knew would be the only man for the job," he smiles, "his standard of work is impeccable and the Mercury Grey paintwork flawless."

Impressive bay

The engine bay like the exterior looks just as it would have done in the Ford showrooms back in the '80s, even down to the period decals such as the Motorcraft brand name on the battery. The V6 Cologne engine has been rebored, rebuilt with all new parts and fitted with steel timing gear. "My aim was to keep as close as original to the original specification, I'm not a fan of modified cars as such as I prefer originality, but I was quite happy to include slight, tasteful embellishments here and there," Gideon explains.

Stainless exhausts and mild steel tubular headers sit neatly on the immaculate underside, "I chose to fit mild steel headers instead of →



Original factory-spec radio cassette? Of course.



Recaros were treated to new Nappa leather, very carefully matched to the colour of the originals.



New-old stock parts were used throughout including suspension.



Level of finish is concours, even under the skin.

stainless as to me they sound too raspy.” To overcome the problem with aesthetics and corrosion, the headers were sent to Camcoat in Warrington for a covering of ceramic before fitment. These not only look superb but also cut down on 30 per cent of unwanted engine heat, helping to preserve all painted areas usually subject to discolouring.

Gideon's favourite part of the whole car is the leather upholstery on the half-leather seats and on the retrimmed steering wheel. “The leather hides were matched perfectly,” Gideon tells us, “we unpicked the old stitching and rematched the colour of the new fine Nappa leather to the areas that had not been exposed to sun bleaching.”

In fact, the interior we don't have to tell you by now, looks as new and you'd almost feel guilty sitting in there, let alone actually driving it. There's also that addictive and rather pleasant new car smell which strangely has the power to take your mind back three decades in an instant.

It may not be a DeLorean, but Gideon has still managed to create what is effectively a time machine! **CF**

CAPRI 2.8i: THE NEW ORDER

With asking prices for mint, restored examples of the Capri 2.8i's older brother — the Essex-engined 3.0S — reaching stratospheric levels in recent years, the Cologne-powered 2.8i has moved to the top of the tree when it comes to buying and restoring V6-engined Mk3 Capris. With suspension and interior parts easier (and cheaper) to source, the 2.8i (and Special version seen here) is still a very-realistic proposition to restore at home and subsequently use and enjoy.

Tech Spec

Body

1987 Ford Capri 2.8 injection Special, fully restored with brand-new old stock parts fitted where necessary including bumper blades, bumper end caps, sunroof seal, rear spoiler, headlamp washer jets from LHD model fed using modified RHD washer bottle via original relay. **Paint:** Mercury Grey (Titan Grau)

Engine

Cologne 2.8V6 rebored, fully rebuilt with new parts and fitted with steel timing gear, stainless exhausts, mild steel tubular manifolds covered in ceramic

Transmission

Standard Type-9 five-speed and 3.09:1 rear axle

Suspension

New old-stock Ford Motorcraft

Brakes

Front: standard vented discs and M16 callipers.

Rear: standard drums

Wheels And Tyres

Original spec with new fine leather Nappa, retrimmed leather steering wheel, original Ford radio cassette

Interior

Original spec with new fine leather Nappa, retrimmed leather steering wheel, original Ford radio cassette

Thanks

Stuart at Restore-A-Ford (www.restore-a-ford.co.uk), Phil at Trim Menduz (www.trimmenduz.com) for bringing some of the interior back to life, Jim at Autotrim (<http://autotrimltd.co.uk>) for the upholstery, John Appleton for reproducing original graphics, Martin at Capri Gear (www.caprigear.co.uk) for hard-to-find parts, Jim Reap for digging out the only set of original horns with intact fixing studs, Simon Cullen at North West Rebores for engine machining, Gary and Dale at Northpoint for blasting and powdercoating, and good friend, Alan Chamberlain of Deutsche Autohaus for endless help and advice





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Based on a modern 1.4kW Denso high-torque starter, this uprated unit is perfect for high-compression engines. At 3.2 kg, it's lighter than the standard starter, both nine and 10-tooth versions are available, and pretty much the entire Ford engine range — including the Millington Diamond — is covered, too.

From: Auto Electric Supplies

Contact: 01584 819552, www.autoelectricsupplies.co.uk

**TURN TO
PAGE 106
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COSWORTH YB TURBO ENGINE FORGED PISTONS AND STEEL CON-ROD SETS

YB forged pistons and steel rods PEC are now supplying their range of forged pistons and steel con-rods for the Cosworth YB as a kit. The pistons are available with a 7.6, 8.0 or 9.0:1 compression ratio, you can specify H-beam or I-beam rods, and they come with ARP rod bolts.

From: Performance Engine Components

Contact: 01376 583030, www.steelconrods.co.uk



£POA

MESH THREE-PIECE SPLIT-RIM

Previously only available in 13 inch diameter, Force Racing are now producing a 15 inch version of their '70s-inspired, three-piece split-rim and it looks stunning. Various widths and offsets are available — shown is the 7x15 — along with a choice of finishes, too. The wheels are manufactured in-house and to order, so you can pretty much specify what you want.

From: Force Racing

Contact: 0113 2525507, www.force-racing.co.uk



£TBC

SINGLE-PLATE PINTO CLUTCH

TTV are best-known for their ultra-light steel flywheels, but they also produce a range of uprated clutch kits to match. This 215 mm, single-plate organic clutch features a Chromemoly pressure plate for a longer clutch life, and a rigid hub organic friction plate, is suitable for the Pinto and Cosworth and is rated up to 400 lb.ft. The twin-plate version is rated up to 700 lb.ft.

From: TTV Racing

Contact: <http://ttvracing.com>

16 FOR 2016

Hot new gear for your classic Ford revealed at this year's Autosport International.

£350



CLASSIC RS SEAT WITH HOUNDSTOOTH CENTRES

The seat design isn't new — it harks back to the heady '70s — and the RS is a Porsche-influenced, headrest-sporting version of Cobra's ever-popular Classic bucket seat which thanks to its compact size is perfect for classic Ford interiors. But these vinyl seats are now available with awesome, houndstooth-style fabric centres — and these would look right at home in a street-sleeper Mk1 Fiesta or Mk2 Escort.

From: Cobra Seats

Contact: 01952 684020, www.cobraseats.com

COSWORTH NA CAMS

Kent Cams have just released two new camshaft profiles for normally-aspirated versions of the mighty Cosworth YB engine — the CW34 and CW35. Both are designed for competition use, and the CW34 has a duration of 306/308 degrees with a 3000-8250 power band, while the CW35 features 292 degrees duration and a 300-8750 power band. The CW34 and CW35 are designed to run with solid lifters only, and a range of uprated cam followers, valve springs and adjustable pulleys are also available from Kent to suit.

From: Kent Cams

Contact: 01303 248666, www.kentcams.com

£749



PINTO THROTTLE BODY KIT

It's not just the Zetec and Duratec engines that benefit from off-the-shelf throttle body conversion kits, this twin 45mm-based package for the 2-litre Pinto is available, too, featuring the inlet manifold, the two connected throttle bodies, single-piece aluminium billet fuel rail, and 40mm airhorns. Not included in the standard kit, they can be supplied with your choice of ECU and dedicated loom.

From: Northampton Motorsport

Contact: 01604 766624, www.northamptonmotorsport.com

£TBC



DYNATOR

If the underbonnet originality of your '50s or '60s Ford is important, but you still want the benefits of an alternator, the lightweight Dynator (geddit?) from WOSP — basically an alternator inside a dynamo casing — is just the ticket. Following the classic Lucas C40 outer design, these bolt in place, even using the existing wiring (you just need to bypass the control box), but are machined from aluminium and feature lightweight 50-amp alternators inside, increasing the output. They can be specified with positive or negative earth.

From: WOS Performance

Contact: www.wosperformance.co.uk



£295

1-LITRE SWIRL POT

If you're upgrading to fuel-injection but retaining the existing fuel tank then you need to fit a swirl pot to help ensure a constant supply of fuel to the injectors. Most are platform mounted and need to be fitted in the boot, but this compact alloy unit we spotted from OBP could be mounted on the bulkhead or inner wing. It has push-on fittings, and they do 1.5-litre and 2-litre versions, too.

From: OBP Motorsport

Contact: 01487 812301, www.obpltd.com



£59.33

ALLOY INSTRUMENT PANEL FOR MK2 ESCORT

Want to fit aftermarket gauges into your Mk2 Escort's dash? Ireland-based GP4 Fabrications has the answer with this alloy panel shaped to fit the cluster. Finished in black powder coat, it features a central 80mm hole and two 50mm cut-outs either side.

From: Gp4 Fabrications

Contact: 00353 91763544, <http://grp4fabrications.com>

£32.53



DIGITAL/ ANALOGUE GAUGES

Modern, digital gauges are great, but they problem is, they rarely look the part in a classic Ford's interior. These Koso gauges buck the trend with stainless-steel bezels and black faces with backlit illumination. The speedometer features a combined analogue and digital display, while the rev counter includes a built-in shiftlight and maximum recorded rpm warning light, too.

From: Digital Speedos
Contact: www.digital-speedos.co.uk

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GENUINE COSWORTH BRAKE PADS

If original Ford brake pads just won't do, then Cosworth have the answer with their own StreetMaster pads, now available for the various Cosworth callipers. They feature carbon-based compound, and are a medium-hard pad suitable for fast road and track day use. The pads are available for both the 2wd and 4wd front callipers, along with the standard rear callipers, too, and are TÜV-approved.

From: CoordSport
Contact: 0121 6616263,
www.coordsport.com



£155.99

ONE-PIECE TOP MOUNTS FOR SIERRA AND ESCORT COSWORTHS

Standard Sierra and Escort Cosworth suspension top mounts are two-piece and prone to failing when old. CompBrake's new, next-generation one-piece items solve that problem, and are fully adjustable too for positive steering location. Supplied with a strong spherical bearing, you can specify different size sleeve nuts, and also request them with 1 degree of negative camber built in. Sold as a pair.

From: CompBrake
Contact: 01744 895888, www.compbrake.com



RALLY DESIGN OIL COOLERS

Rally Design have increased their own range of compact oil coolers to six, starting at a seven-row and going up to 25-row — perfect for that underbonnet or front-mount install in your hard-tuned classic Ford. All feature a 235 mm wide matrix with a and you can specify 1/2, 5/8 or 3/4 inch BSP fittings. Prices start from £39 for the seven-row while the more common 13-row is £54.60.

From: Rally Design
Contact: 01227 792792,
www.rallydesign.co.uk

£39.00

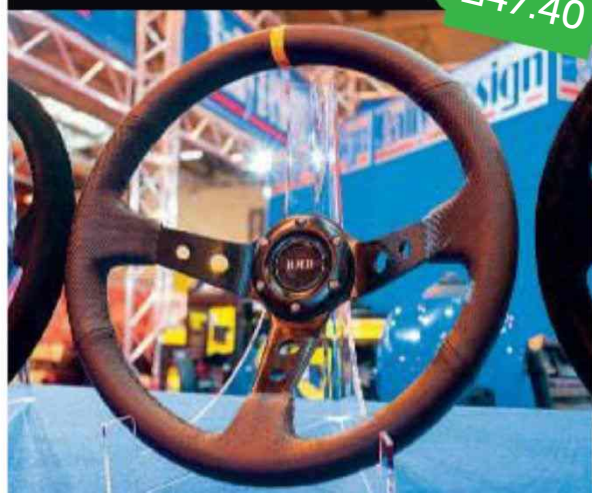


RALLY 350 WHEEL

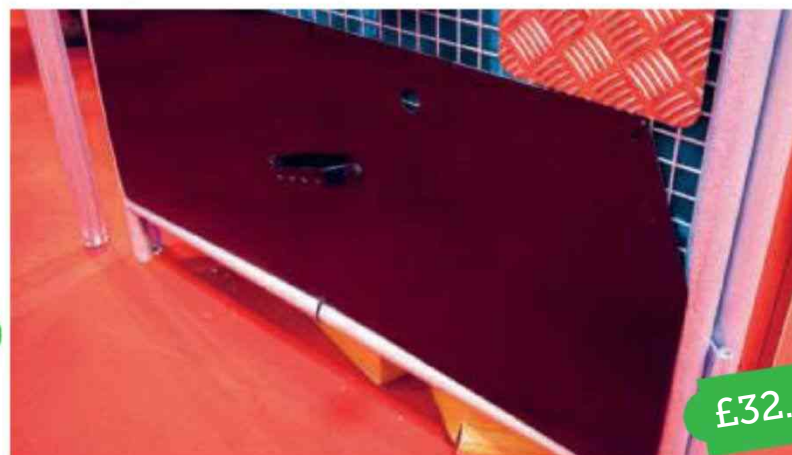
With their über-light but still classic-looking carbon-fibre steering wheels stealing the limelight, we almost missed this Rally 350 wheel on Rally Design's stand. Featuring a 350 mm diameter suede rim with straight-ahead marker, 3 inch dish and black anodised spokes, it looks great and uses the Mountney/OMP bolt-pattern so there's a huge variety of bosses available.

From: Rally Design
Contact: 01227 792792,
www.rallydesign.co.uk

£47.40



£32.58



CARBON-LOOK ESCORT DOOR CARDS

Ideal for your latest street-racer or track car build, these door cards have the look of carbon fibre but are made from more cost-effective, 2 mm PVC. Available for both the Mk1 and Mk2 Escort, and GP4 can also supply the rear quarter trim panels in the same style, too.

From: Gp4 Fabrications
Contact: 00353 91763544, <http://grp4fabrications.com>



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Door Glass Seal Fixing Clip	(each) £0.36
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Roof gutter chrome trim	£14.51
Headlining, moonstone, black or putty	£103.62
Carpet set	£156.00
Boot Mat	£48.94
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
Estate Rear Side Window Seals	(pair) £60.00

ESCORT MKII

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Headlining (black or putty)	£103.60

ESCORT MK3/MK4

Front screen rubber	£40.07
Rear screen rubber	£40.07
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Tailgate seal	£19.80
Carpet set	£162.62
Headlining	£103.60
Door seal	(each) £18.50
Cabriolet boot seal Mk3/4	£15.00
Window Channel	(each) £26.05
Rear Quarter Window Rubbers (pair)	£55.00
Cabriolet Door Seal	(each) £21.82

CAPRI MKI

Front windscreen rubber	£40.00
Rear windscreen rubber	£51.80
Screen chrome trim	(each) £7.20
Door seal (with moulded corners)	£37.54
Door window channel	(each) £12.30
Door glass seal	(each) £8.40
Boot seal	£15.00

Rear opening quarter glass seal	(each) £8.87
Roof Gutter Trim (Chrome)	£14.51
Carpet set	£162.62
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
Headlining	£120.00

CAPRI MKII & III

Front screen rubber, solid type	£39.26
Rear screen rubber, solid type	£50.53
Door seal with moulded corners	£37.54
Tail gate seal	£19.80
Door window channel	£12.30
Door glass seals original moulded shape	(pair) £24.00
Door Glass Seal Fixing Clip	(each) £1.10
Door Glass Seal Internal	(each) £7.50
Carpet Set	£158.68
Carpet Set (Capri 3) - Long Console	£174.24
Roof gutter trim (chrome or black)	£14.51
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
Rear quarter seals	(each) £12.13
Headlining	£120.00
Screen Trim (Ext)	£10.82
Screen Trim (Int)	£23.02

CORTINA MKI

Front quarter seals (2 door)	(pair) £87.58
Front windscreen rubber	£41.38
Rear windscreen rubber	£47.62
Door seal, 2 door model	(each) £21.00
Door seal, 4 door model	(each) £18.00
Boot seal	£27.00
Door window channel	£10.24
Door glass seal	(each) £4.99
Carpet set	£162.28
Lode Star Headlining	£150.00
Door shut edge trim	£20.86
2 door models rear quarter rubber	(pair) £109.18

CORTINA MKII

Front windscreen rubber	£35.28
Rear windscreen rubber	£47.62
Screen chrome trim	£7.20
Door seal, 2 door model	(each) £24.20
Door seal, 4 door model	(each) £29.93
Door window channel	£10.24
Door glass seal (exterior)	£9.00
Door glass seal fixing clips	£0.54
Door glass seal (interior)	£4.99
Door shut edge trim	£20.86
Boot seal (original pattern)	£23.88
Carpet set	£166.27
Headlining (off white or putty) - Series 2	£150.00
Lode Star Headlining - Series 1	£150.00
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
2 door models rear quarter rubber	(pair) £101.25

CORTINA MKIII

Front screen rubber	£40.26
Rear screen rubber	£40.00
Screen insert (chrome)	£8.60
Door seal with moulded corner	£37.54
Door glass seal (exterior)	£9.00

Door window channel	£10.24
Boot seal	£19.80
Carpet set	£170.52
Roof gutter (chrome)	£14.51
Headlining	£120.00
Vinyl roof kit (incl. 2 litres adhesive)	£122.00

CORTINA MK4/5

Front screen rubber Mk4 only	£40.26
Rear screen rubber Mk4 only	£47.40
Door seal Mk4	£37.54
Door window channel	£10.24
Door glass seal (exterior)	£9.00
Door glass seal fixing clip	£0.36
Screen insert (chrome)	£9.00
Boot seal	£19.80
Roof gutter chrome trim	£14.51
Carpet Set	£187.20
Headlining	£120.00
Vinyl roof kit (incl. 2 litres adhesive)	£122.00

GRANADA MKI

Door seal with moulded corners	£37.54
Boot seal	£19.80
Coupe Vinyl Roof Kit	£142.00
Door window channel	(each) £10.24
Door glass seal	(each) £9.00
Carpet set	£192.95
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
Roof Gutter Trim	£14.51

SIERRA

Door seal Mk1	£19.80
Door seal MkII	£25.66
Sapphire Door Seal	(each) £22.65
Tailgate seal	£19.80
Bumper, self-adhesive trim	(each) £16.45
Carpet set	£192.95
Screen Trim (Ext)	£13.80
Screen Trim (Int)	£26.30

FIESTA

Front screen rubber	£33.11
Door seal	£19.80
Tailgate seal	£19.80
Headlining	£110.00
Carpet set	£156.00
Door glass seal	£19.99

105E ANGLIA

Front windscreen rubber (with ears)	£40.00
Rear windscreen rubber	£40.42
Door seal (each)	£20.10
Carpet set	£172.14
Door window channel	£12.00
Door glass seal	(each) £4.99
Door shut edge trim	(each) £18.72
Rear opening quarter glass seal	(each) £8.40
Bonnet seal	£9.96
Carpet set	£172.14
Headlining	£120.00
Lode Star Headlining	£120.00
Rear Quarter Light Seals Fixed	(pair) £35.00

100E & 107E

Window channel	£17.76
Front windscreen rubber	£46.16
Rear windscreen rubber	£34.50
Rear quarter window rubber	(each) £23.33
Door seal, 2 door model	(each) £16.06
Door seal, 4 door model	(each) £16.06
Door seal, fitted on door	(each) £8.87
Door glass seals	(each) £4.99
Boot seal	£15.10
Carpet set	£201.61

ZEPHYR/CONSUL 1

Front screen rubber	£38.89
Rear screen rubber	£38.89
Door seal	£19.18
Door window channel	£12.00
Headlining	£170.00
Carpet set	£183.25
Boot Seal	£24.92

ZEPHYR/CONSUL II

Front screen rubber (hi line)	£45.89
Rear screen rubber (hi line)	£45.89
Front screen rubber (low line)	£46.80
Rear screen rubber (low line)	£43.87
Door seal	£17.06
Door window channel	£12.00
Door shut coloured edge trim	£18.00
Headlining (low line and hi line)	£170.00
Carpet set	£179.12
Boot seal	£19.80

ZEPHYR/CONSUL III

Front screen rubber	£41.23
Rear screen rubber	£40.66
Rear screen rubber (Zodiac)	£45.89
Door seal	£20.06
Boot seal	£19.80
Door window channel	£12.00
Headlining	£170.00
Carpet set	£186.29
Door Glass Seal	£7.80

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Most petrolheads will agree with us when we say that there is something immensely satisfying about scratching an automotive itch. With that sentiment in mind, consider the sense of fulfilment felt by Cambridgeshire-based Ford fan, Danny Vincent, when after years of resisting temptation, he finally got his hands on a classic Blue Oval that could be used as the starting point for an ambitious restomod project.

"I'd spent years focusing my attention on modern, reliable Fords, but I'd always hankered for an older model that I could transform into something special," confirms the 33-year-old. "I remembered Simon Ward's 100E from its star turn in the Driveway Projects edition of Classic Ford magazine way back in September 2011, and I wasted no time in going to inspect the car when it was advertised for sale less than a year later," he adds.

Simon was planning to equip the Pop with a Pinto. He'd got as far as treating his pride and joy to a lick of primer in anticipation of fresh

paint and the engine transplant, but his attention was unexpectedly shifted towards a new restoration project, leading him to slap an MoT on his '61 100E before selling the star car to Danny during the summer of 2012.

"My plan was to build a solid, reliable 100E using the powerplant and running gear of a much newer Ford," continues Danny. "Contrary to suggestions encouraged by the immaculate appearance of the finished car, I wasn't really that enamoured with the idea of building a show queen! My primary objective was to assemble something that could be called into service as a daily driver with the benefits of fuel injection and a decent amount of poke, but I will admit that I was keen for the end result to be pleasing to the eye!" he laughs.

A Silver Top Zetec was called upon to provide power to the Pop, and Danny spent an intensive six-month period sourcing every part required for serious engine, transmission, suspension and braking system upgrades. A wrecked 100E was bought and dismantled →

POPULAR SCIENCE

It's not easy getting the balance right when building a classic Ford with modern running gear. Fortunately, Danny Vincent has got the formula bang-on with his first experiment.

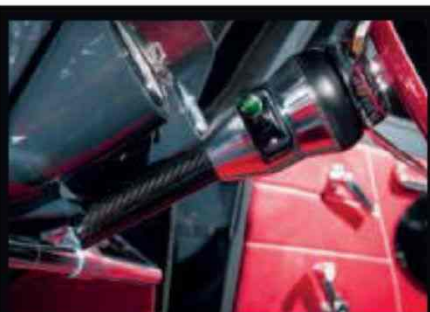
Words Dan Furr Photos Dan Sherwood

**"MY PLAN WAS ALWAYS TO BUILD A
SOLID, RELIABLE 100E USING THE
POWERPLANT AND RUNNING GEAR OF
A MUCH NEWER FORD"**





"DANNY WAS KEEN TO SPLASH SOLID BLACK OVER HIS REVITALISED RIDE, BUT FRIEND, JAY CONVINCED HIM THAT A DARK GREY WAS MORE IN KEEPING"



MIXING IT UP

Combining a '50s interior with the modern race look shouldn't work, but it does, and it's one of the standout aspects of Danny's build. "The car's door cards were in a terrible state. Sadly, they can be expensive to replace — a fact that encouraged me to have a go at retrimming them with the aid of red vinyl and my mum's sewing machine!" chuckles Danny. To his credit, the refreshed door cards look fantastic, and they're joined by a matching parcel shelf and carpets. Illuminated chrome switches brighten the vintage Ford's cabin, as do a set of Lotus Elise pedals attached to custom arms and a Mk1 Escort pedal box. Due to the repositioned bulkhead, the Recaros had to be positioned further back, leading to a deletion of the Pop's rear bench. Consequently, the car's cockpit has a race-inspired feel about it, emphasised by the presence of AutoMeter gauges and a bespoke binnacle sat above a carbon-fibre steering column with a billet aluminium cowl (above).

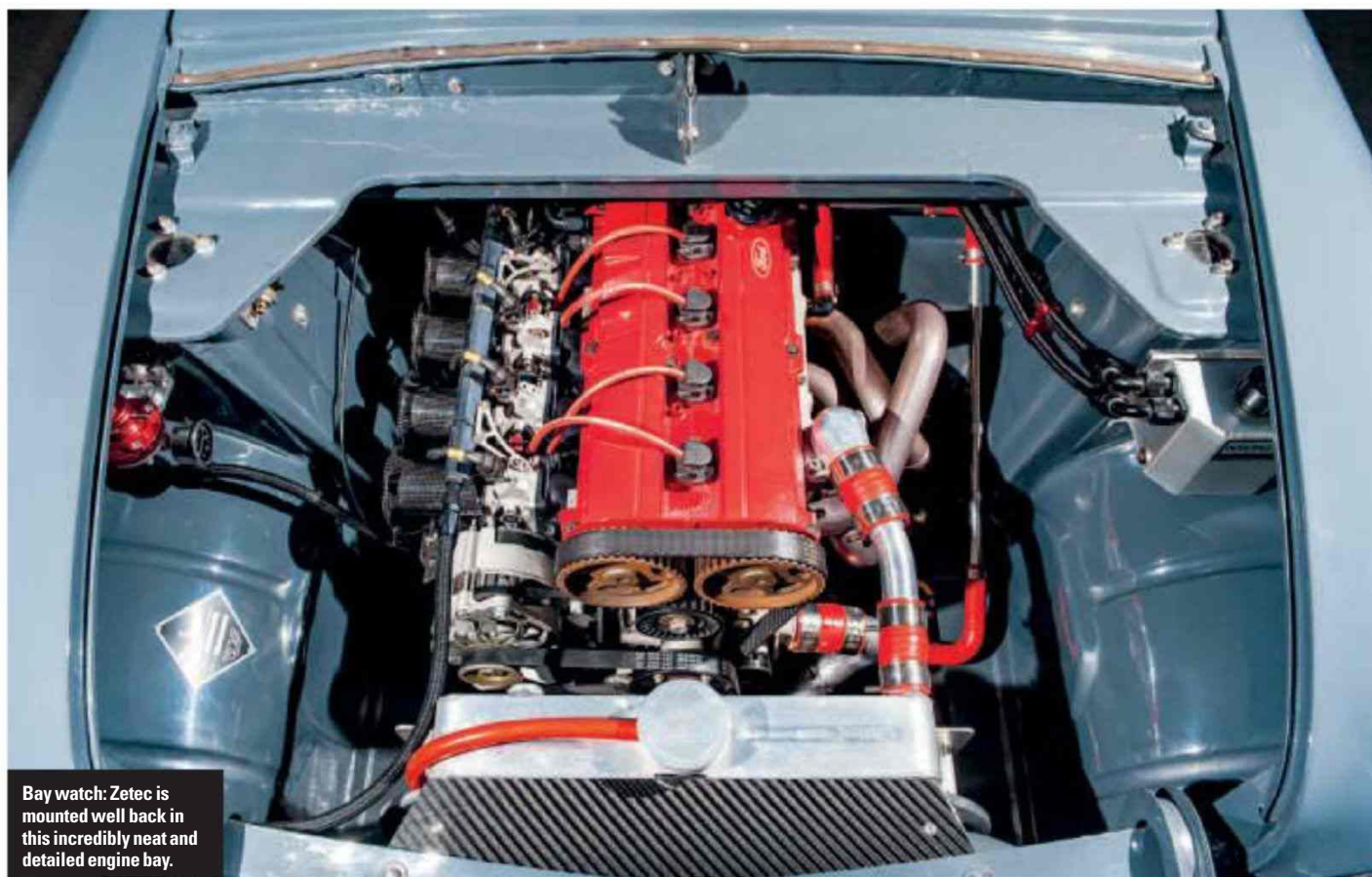


Lotus Elise pedals lead to a Mk1 Escort pedal box.



Illuminated switches and Auto Meter gauges work a treat.





Bay watch: Zetec is mounted well back in this incredibly neat and detailed engine bay.



Carbon trumpets feed air to the hungry 2-litre Zetec.

for its salvageable panels, while aftermarket interior components (including nifty Recaro Pole Position seats, mounts and runners) were bought ready for installation.

"My initial goal was to obtain the key parts of the build that were likely to require modification, and those that would demand serious chassis mutilation," Danny tells us. "I bought a second Zetec engine that could be used for test fitting and measuring, and I stayed in constant contact with my good friend and fellow Ford enthusiast, Jay Bradley, who was happy to carry out the required body repairs and fabrication work," he says.

Jay was working on a project of his own, part of which involved banding and staggering a set of 13 inch steels. He offered the wheels to Danny, who also took the opportunity to buy the Sierra Type-9 gearbox and clutch that Jay had removed from the car that he'd been working on. This marked the beginning of a lengthy process of chopping and altering of the Pop's undercarriage in order to accommodate the ever-increasing mountain of parts that Mr Vincent found himself shelling out for.

"The front bulkhead needed to be shifted back by 3 inches to allow the Mondeo lump to sit without issue, and an entirely bespoke transmission tunnel was created to enable the appointment of the Type-9 gearbox and a custom propshaft," he explains. "Brace bars that provide essential chassis strengthening were welded into place, while major changes were carried out at both ends of the car to ensure the fault-free fitment of additional transmission equipment and a bespoke suspension arrangement comprising wound-down GAZ coil-overs with custom springs, adjustable top mounts, adjustable traction control arms and a complete Mk1 Escort four-link kit," he says.

Kitted out

Meanwhile, Danny cleared his living room of furniture and filled the vacant space with every item required for a rebuild of the 2-litre Zetec that would go on to power his Pop. His status as a fitter at engine, steering and drivetrain component manufacturer, Titan Motorsport, put him in a prime position to obtain a stack of performance-enhancing parts, and he duly

brought home a set of the firm's 45 mm throttle bodies with a matching set of carbon-fibre trumpets. A Titan limited-slip differential and a hydraulic clutch conversion kit also made an appearance, while further engine upgrades could be seen in the form of a 2 inch stainless steel exhaust system and a haul of custom aluminium goodies including an enlarged inlet manifold, laser-etched fluid reservoir caps, a polished thermostat housing and a Radtec radiator with custom hard pipes.

Jay continued to toil away on the car's body, repairing wings and quarter panels before fitting new sills and a new rear valance. The Ford's factory fuel filler recess was smoothed over, and it wasn't long until conversations regarding a suitable shade with which to paint the car could be heard.

Danny was keen to splash a coat of solid black over his revitalised ride, but Jay convinced him that a dark grey was more in keeping with the unusual colour options offered to 100E owners at the car's original point of sale. He also reasoned that an attractive grey would be the perfect colour to sit alongside the bright red →

upholstery that had been patiently waiting in the wings (see boxout on page 44).


Fuelled up

The Zetec-shaped beating heart was eventually bolted into place, fed by a bespoke fuel system that makes good use of an aluminium fuel tank (an item that matches the dimensions of the car's original factory part), Pico 330cc injectors, a Sytec adjustable fuel pressure regulator and a high-flow pump — all linked by lashings of Aeroquip in a classic black finish.

A Specialist Components Storm 2 ECU manages the supply of happy juice to the engine, and Danny has reported a more-than-satisfying power output of 163 bhp delivered by an O'Dell Motorsport custom map. Not bad for a Ford that rolled off the production line over half a century ago with just 36 bhp to its name!

Proper job

"I'm thrilled with the way that my first proper build has turned out," beams Danny. We're not surprised — his desire to give a classic Ford a new lease of life by treating it to a mix of newer gear from Henry's stable (not to mention a carefully selected array of quality aftermarket tuning parts) has resulted in a tip-top Pop that ticks all the right boxes.

Was it worth the wait? You betcha! 



Staggered fitment: Pop runs 5.5 and 7 inch-wide steels.



Custom-mix grey paint manages to feel both classic and modern at the same time.

Tech Spec

Body

1961 100E Popular Deluxe, new outer sills, new rear valance, repaired lower wings, nearside rear quarter panel repaired, modified bulkhead, custom transmission tunnel, battery window deletion, fuel filler hole deletion, de-badged, chrome body stripes removed, new chrome bumpers, new chrome door and boot lid handles, 4 inch peep mirror, new window rubbers and channels, classic Mini electric windscreen wiper conversion, Halogen 7 inch clear lens headlights, LED registration plate bolts.

Paint: custom solid grey

Engine

2-litre SilverTop Zetec, Retro Ford Limited engine mounts, G19 Engineering sump, Retro Ford alternator and fitting kit, Retro Ford starter motor and coil relocation kit, Specialist Components Storm 2 ECU and wiring loom, custom map, Titan 45 mm throttle bodies with carbon-fibre trumpets, billet aluminium inlet manifold, red anodised linkages, Pico 330cc fuel injectors, Sytec adjustable fuel pressure regulator and gauge, Sytec high-flow fuel pump and fuel filter, custom aluminium fuel tank, Aeroquip black braided fuel hoses and anodised fittings, powdercoated cam cover, shortened oil filler neck, laser-etched billet aluminium oil filler cap, 105Speed exhaust manifold, custom 2 inch stainless steel exhaust system, Mk5 Escort 1.8 water pump, Raceline water rail kit, billet aluminium Crossflow thermostat housing, custom aluminium radiator hard pipes, ASH red silicone hoses, Radtec Mk2 Escort radiator with custom mounts, laser-etched billet aluminium radiator cap, Mocal 1-litre oil catch tank with braided breather hoses and black anodised fittings, battery located in boot space

Transmission

SierraType-9 five-speed manual gearbox, aluminium bellhousing, custom transmission tunnel, Retro Ford Limited transmission mounts, Titan Motorsport hydraulic clutch conversion, lightened and drilled Mk5 Escort 1.8 flywheel, Pinto clutch, 0.700 inch master cylinder, 105Speed custom propshaft, 105E rear axle, 3.9:1 crownwheel and pinion, Titan Motorsport limited-slip differential, quickshift kit, Old Ford Auto Services steering rack conversion kit

Suspension

GAZ 12 inch Mk2 Escort RS front coil-overs with 8 inch/180 lb springs, GAZ 15 inch universal rear

coil-overs with 10 inch/160 lb springs, lowered approx 3 inches, adjustable top mounts, adjustable traction control arms, adjustable anti-roll bar, Mk1 Escort four-link kit, Panhard rod, front and rear brace bars welded to shell, turret boxes mounted to rear brace bar

Brakes

M16 front callipers with 2.8i Capri vented discs, Sapphire Cosworth rear callipers with reduced diameter Mk3 Fiesta solid front discs, Mintex pads, custom calliper brackets, Hardline black brake pipes, 0.625 inch (front) and 0.750 inch (rear) master cylinders

Wheels And Tyres

5.5x13 inch (front) and 7x13 inch (rear) refurbished and banded Lotus Cortina steels, new hubcaps, Yokohama A539 175/50R13 tyres

Interior

Recaro Pole Position seats, Recaro side mounts and seat runners, Willans three-point safety harnesses, custom aluminium dash plate (retaining original pin badge), SavageTrilogy billet aluminium switches, custom gauge mount housing Auto Meter Ford Racing electric gauges (battery voltage, fuel level, oil pressure, water temperature), red switch and gauge illumination, modified dash binnacle, relocated ignition barrel, Mooneyes California 13.5 inch steering wheel with chrome horn push, custom roller bearing carbon-fibre steering column with billet aluminium cowl and mount, modified Burton Power Mk1 Escort pedal box, custom aluminium pedal levers, Lotus Elise aluminium pedal faces, modified heater, custom red carpets with grey piping and matching mats, bespoke door cards and kick panels, DSN Classics billet aluminium door furniture (handles, pulls and window winders), custom red vinyl parcel shelf, Betty Boop gearknob, custom billet aluminium gear level and handbrake surrounds, red leather gaiters, Rebel wiring kit

Thanks

Jay Bradley for the bodywork repairs, fabrication and paint, Titan Motorsport (www.titan.uk.net) Simon at Simon Green Motorsport (www.simongreenmotorsport.com) for fitting the fuel and braking systems, Paul Wilmott for help with the engine build and wiring, my Dad for machining most of the custom aluminium parts, and Neil McCarty for his advice and for encouraging me to start the project in the first place!

"DANNY'S DESIRE TO GIVE HIS 100E A NEW LEASE OF LIFE HAS RESULTED IN A TIP-TOP POP"



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Dynamic Engineering

Top 10 Alternative rims

There's no easier way to give your classic Ford a new look than by bolting up a set of hard-to-find wheels. Here are 10 for the new show season.

Mamba Solars

Headturning points: ★★★★★

The classic single-piece Mamba webbed design is a rare find in Ford fitment, but then they also did this little-known, lightweight Solar three-piece split-rim, too. More commonly seen on single-

seater hillclimb cars back in the day (often with almost dayglo-coloured centres), they work very well on classic Fords, too — Steve Dowling's rear-drive Mk1 Fiesta featured in the November 2015 issue, being a case in point.

TH Lines

Headturning points: ★★★★★

Made by Compomotive, the TH Line was the motorsport wheel of choice before the same manufacturer's evergreen MO design pushed it into the sidelines. While this design works really well on Ford's '80s offerings, even so, look back at old copies of Triple C magazine and you'll soon find Mk2 Escorts wearing them. The design to find if you're going for that period motorsport feel.

Compomotive Turbos

★★★★★

Based on the Ronal design, but slightly easier to find, the Comp Turbo was the poster-boy of alloy wheel designs in the

'80s. Originally available as a three-piece split-rim, later ones can be found as a single-piece design, but either way, if restored and well-detailed, they can look the absolute business.

Mk1 Cosmics

Headturning points: ★★★★★

Like the Dunlop D1, the Mk2 Cosmic wheel was one of the few, mass-produced alloys available for classic Fords in the early '70s. However, for über cred, it's well worth trying to hunt down a set of the Mk1s seen here, the earlier, stepped design the perfect accompaniment to your hot '60s Ford.



Revolution RFXs

Headturning points: ★★★★★

The Revolution four-spoke has been one of the mainstays of the classic Ford scene for many years, but during the late '80s and early '90s the RFX (not to be confused with the five-spoke) was right up there, too and was common fitment to Mk1 Fiestas for a while (most-famously, Dave Edmonds' Ferrari 308GTB-baiting XR2), but it works equally well on earlier classic Fords. More commonly available in 16 inch format, 13s were also produced and are well worth tracking down.



BRMs

Headturning points: ★★★★★

Mention BRM wheels to most, and the distinctive alloys found on Cal-look Beetles springs to mind, but BRM also produced this four-spoke design for the Ford market, too. Rare and desirable — it's perhaps the ultimate accessory for a '60s Ford — refurbished sets complete with the all-important BRM-badged centre-caps have been known to go for as much as £1000. Yikes.



Turbovecs

Headturning points: ★★★★★

The American-designed Turbovec wheel was the mainstay of the custom car scene for many years, and after falling out of favour, they've recently come back into

fashion, and you don't need to go for a the full-on custom look to make them work. Most second-hand ones for sale are 15 inch or bigger, but you can find them in 13s if you keep your eyes peeled.



Banded, sculpted steels

Headturning points: ★★★★★

Banded steels based on the plain steel Ford centres (like those found on Lotus steels) have been popular in recent years, but why not take things further and get a set of the sculpted steels banded instead? These banded 14 inch steels based on the Mk1 Granada wheels work a treat. Worn by Dave Ward's Granada 3.0S, they're the finishing touch for that OEM+ look he was aiming for.



ATS Classics

Headturning points: ★★★★★

Yes, yes, we know you'll see these on many a slammed Polo at a VW meet, but the ATS Classic is a great design that

works well on classic Fords, too. While easy to find in 4x100 fitment, 13 inch ones with the Ford 4x108 PCD are much rarer, but they are out there if you're prepared to be patient.

Magnum 500s

Headturning points: ★★★★★

They look like overblown Rostyles, but in fact these are 15 inch Magnum 500 steels, found on early Mustangs. They're five-stud fitment only, so you'll need to source some Granada hubs, but it's got to be worth the hassle, right?



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Get set for Summer

Spring has most definitely sprung. With longer days and warmer temperatures, the time is right to get out there and make the most of your classic Ford.

It's (almost) March, and unless you're one of the hardy souls who run their Fords through the winter, it's the perfect time to pull the dust sheet off your car and get it out of the garage.

But don't even think about going anywhere until you've read our guide to the coming months.

Easing you in with the simple stuff, and finishing off with the downright mental, we've highlighted a few events that we think are worth a visit, whether it's because they're a bit different from your average show, take place in a stunning location, or are simply unmissable. There are

hundreds of others to choose from as well — just turn the page!

As well as shows, we've also included a few ideas for days and weekends out further afield — some of which will take you across The Channel. There's a great big classic Ford scene waiting for you, and it's not just confined to Blighty.

So, have a good rummage through the following pages, block out huge areas of your diary, and get you and your classic Ford out on the roads. We'll see you there. →

KEY

Show

International show

Tour

Motorsport event



ONE I WOULDN'T MISS JJ GALLAGHER

LE MANS CLASSIC

When: July 8-10 **Where:** Le Mans, France
Classic Fords?, I hear you cry? Well the sound of GT40s and a few Capris is more than enough to keep you awake. Every two years we get the chance to pack up the camping gear and hop across to France for weekend of old-school circuit racing with old-style starts of running to your car jump in and get her planted as quick as you can. Five different classes and cars ranging from pre-War to 1971 and each class has to race three different races over the 24 hours — think 3 am and four or five GT40s on full attack in the dark! The sound is better than music and you'll never forget it. Be warned, each year it gets bigger and bigger, with 1000s of classic cars of every shape and size on display in the club areas and more than 350 race cars taking part. Track time can even be booked if you fancy giving your classic Ford a run around the track.

Find out more: www.lemansclassic.com

Great for: Staying up all night in the woods



"THINK 3 AM AND THOSE GT40s ON FULL ATTACK. THE SOUND IS BETTER THAN MUSIC"

February

● Race Retro

February 26-28

Stoneleigh Park, Coventry
CV82LZ, UK

www.raceretro.com

MARCH

● Goodwood

Members' Meeting

March 19-20

Goodwood Motor Circuit,
Chichester PO180PS, UK
grrc.goodwood.com/members-meeting

● Wheels Day

March 25

Rushmoor Arena, Aldershot
GU11 1PZ, UK

www.surreystreetrodders.com

APRIL

● Kent's All-Ford Show

April 24

Aylesford Priory ME20 7BX, UK
www.kentsallfordshow.co.uk

● Drive It Day

April 24

Various locations around the UK
<http://fbhvc.co.uk>

● The International Ford Show

April 30-May 1

Sandown Park, Esher

KT10 9AJ, UK

www.theinternationalfordshow.com

● Donington

Historic Festival

April 30-May 2

Donington Park Circuit

DE74 2RP, UK

www.doningtonhistoric.com

MAY

● Simply Ford

May 1

National Motor Museum,

Beaulieu S042 7ZN, UK

www.beaulieu.co.uk/events/simplyford

● Fiesta Mk1 Meet

May 1

Riverside Transport Museum,

Glasgow G3 8RS, UK

www.fiesta-mk1.co.uk

● BHP

Performance Show

May 1-2

Lydden Hill Race Circuit, Wootton,

Canterbury CT46 6ET, UK

www.bhpperformanceshow.com

● Cortinas At The Ace Cafe

May 7

Ace Cafe London, Ace Corner,

London NW10 7UD, UK

www.facebook.com/events

● Scottish Ford Live

May 8

Knockhill Racing Circuit,

Dunfermline KY12 9TF, UK

www.knockhill.com

● Capri National Day

May 10

Badgers Hill, Sheriffs

Lench WR11 4SN, UK

capriclub.co.uk

● International Ford

CapriTreffen

May 27-29

CH-6433 Morschach-Stoos,

Switzerland

www.capricm.ch/Int-Capri-Treffen-2016

● All Ford Day

May 28

Praça Adhemar de Barros,

Travessa Americana, Guas de

Lindóia, Brazil

allevents.in

● Motorsport At

The Palace

May 29-30

Crystal Palace Park SE19 2GA, UK

motorsportatthepalace.co.uk

ONE I WOULDN'T MISS MIKE JOHNSON

PLAYERS CLASSIC



When: June 11 **Where:** Goodwood Circuit, UK

Last year I went to the Players Show at North Weald airstrip and was totally blown away by the variety and calibre of the cars on show. So much so I immediately signed up for attending the Players Classics show at Goodwood this year. The show and shine area will be set up in the paddocks, where jaw-dropping classics from all makes, eras and from all over the world will showcase the huge assortment of tastefully detailed and modified masterpieces. If you're looking for inspiration or design cues this is the show for you. Second to that there's also track action to take part in, or simply kick back and watch others blat about the legendary Goodwood circuit.

Find out more: www.players-show.com

Great for: Quality show cars



ONE I WOULDN'T MISS GAVIN HUTTON

MK1 CORTINA NATIONAL RALLY

When: August 6-7 **Where:** Stratford Racecourse, UK

Far from the rows of standard cars buffed to a mirror finish which I first thought it would be, instead the Mk1 Cortina Owners' Club encourage modified examples with an award for the best. And it's not only about

the Mk1, as the Cortina Mk2 Owners' Club hold their show at the same venue. A field full of Fords attracts many more, and the result is a surprisingly diverse show with a mountain of spares for sale from the club and traders.

Find out more: www.mk1cortina.com

Great for: finding rare spares



ONE TO GET YOU OUT THERE

DRIVE IT DAY 2016

When: April 24

Where: Various locations

Set up by the Federation of British Historic Vehicle Clubs in 2005 to commemorate the 64 cars that set off from London on April 23, 1900 for the Thousand Mile Trial, Drive It Day sees as many classics as possible hitting UK roads. If driving on your own doesn't appeal then member clubs devise set routes — check out the website for details.

Find out more: <http://fbhvc.co.uk>

Great for: Getting together with other classic marques



ONE I WOULDN'T MISS JAMIE ARKLE

RETRO RIDES GATHERING

When: August 28 **Where:** Shelsley Walsh, UK

Few shows can touch the Retro Rides Gathering for sheer variety of old, interesting metal, and even fewer can claim to take place in as picturesque a location. 'The Gathering' moved from its previous home at Prescott Hillclimb to the larger Shelsley Walsh in 2014 and has since grown bigger, better and even more varied, and all while retaining the warm, chilled out atmosphere that made it such a great event in the first place. My advice for a successful show? Pitch up, wander round the amazing club stands, grab a cider and observe the great and the good of the UK retro car community fling their machines up the tricky Worcestershire incline.

Find out more: <http://retroridesgathering.com>

Great for: 57 varieties



JUNE

● Cortina Day

June 4-5
Monmouth Showground
NP25 4LG, UK
www.cortinaday.fsnet.co.uk

● Classic Ford Show

June 5
Santa Pod Raceway,
Podington NN29 7JQ, UK
www.classicfordshow.co.uk

● Causeway Coast Ford Fair

June 5
Dunluce Centre, Portrush
BT56 8BF, Northern Ireland
www.facebook.com/CausewayCoastFordFair

● Pageant Of Power

June 10-12
Cholmondeley Castle Gardens,
Malpas SY14 8AH, UK
www.cpop.co.uk

● Players Classic

June 11

Goodwood Motor
Circuit, Chichester PO18 0PH, UK
www.players-show.com

● Wonderland Classic & Sportscar Festival

June 11-12
Ferry Farm, Hoveringham,
Nottingham NG14 7JP, UK
www.capriclub2000.co.uk

● Ford Corsair Owners' Club National Rally

June 17-19
Top End Farm, Little Staughton
MK44 2BY, UK
fordcorsairownersclub.co.uk

● Footman James Bristol Classic Car Show

June 18-19
Bath & West Showground,
Shepton Mallet BA46 0QN, UK
www.carsandevents.com

● Le Mans 24 Hours

June 18-19
Le Mans 72000, France
www.24h-lemans.com/en

● Fiesta At The Ace

June 18
Ace Cafe London, Ace Corner,
London NW10 7UD, UK
www.fiesta-mk1.co.uk

● AVO National Day

June 19
Hatton Adventure World, Hatton
CV35 8XA, UK
www.avoclub.com

● Festival of Speed

June 23-26
Goodwood House, Chichester
PO18 0PX, UK
www.goodwood.co.uk

● Internationale Meeting Capri Drivers Club Belgium

June 24-26
B-3520 Zonhoven, Belgium
www.capridrivers.be

JULY

● Retro Show

July 3
Santa Pod Raceway, Podington
NN29 7JQ, UK
www.retroshow.co.uk

KEY

Show

International show

Tour

Motorsport event

"WATCH THE GREAT AND GOOD OF THE RETRO COMMUNITY FLING THEIR CARS UP THE HILL"



ONE TO KICK THE SHOW SEASON OFF WITH

THE INTERNATIONAL FORD SHOW

When: April 30-May 1 **Where:** Sandown Park, UK
2016 see the launch of a brand-new event at Sandown Park Racecourse in Esher, Surrey — The International Ford Show. Taking place over the weekend of April 30-May 1, it will make full use of the two main exhibition halls at Sandown Park — a superb venue that's perfect for indoor car shows. Naturally, The International Ford Show will be all about the show cars — the finest classic Fords that Europe has to offer will be invited, both new and established builds, plus the clubs will be nominating only their finest members' cars. Also expect superb trade stands, plenty of demos and one or two surprises over the weekend.

Find out more:

www.theinternationalfordshow.com

Great for: Picking up parts to finish your project

ONE YOU JUST CANNOT MISS

CLASSIC FORD SHOW

When: June 5 **Where:** Santa Pod Raceway, UK

Yes, our very own show, and what better place to hold it than Santa Pod Raceway — the home of many a quick quarter-mile classic Ford. Kicking off back in 2004, the show has grown rapidly since, and is now a must-attend for thousands of old Ford enthusiasts. Many make a weekend of it, and arrive on the Saturday night, camping over and taking advantage of the entertainment and facilities available on the night. In the morning the main show kicks off at 9 am, with a run-what-yer-brung-style quarter-mile open to anyone with a road-legal Ford and a driving licence. Never tried the drag strip before? Well, now's the perfect time.

But it's not all about the strip. Expect a huge autojumble section offering everything from panels to engines for your project, a massive club area, sideways section, and of course, the Classic Ford stand where we'll be revealing five never-seen-before rebuilds on our special stage as part of The Great Unveiling. Tickets are £18 in advance and £23 on the day. You can buy a Weekend Ticket for £25 which includes show entry and camping on the Saturday and all can be ordered through the show's dedicated website. We look forward to seeing you there.

Find out more: www.classicfordshow.co.uk

Great for: Soaking up the entire UK classic Ford scene



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● **Retro Rides**

Summer Holiday

July 7-11

Chateau Rivesarthe, Pays De La Loire, France
<http://retoridesgathering.com>

● **Le Mans Classic**

July 8-10

Le Mans 72000, France
www.lemansclassic.com

● **Capri Freunde**

Termine und Treffen

July 8-10

08134 Langenweissbach, Germany
www.caprifreunde-sachsen.de

● **RS Combe**

July 9

Castle Combe Circuit, Chippenham SN14 7EY, UK
www.rscombe.com

● **Mk2 Consul Zephyr**

Zodiac Owners Club 60th Anniversary Weekend

July 9-11

Top End Farm, Little Staughton MK44 2BY, UK
www.mk2consulzephyr-zodiacownersclub.co.uk

● **Ford Summer Festival**

July 16

Dagenham to Brighton, UK
www.fordsummerfestival.co.uk

● **Anglias At The Ace**

July 16

Ace Cafe London, Ace Corner, London NW10 7UD, UK
www.105speed.com

● **Kent's Kit, Custom & Classic American Car Show**

July 24

Aylesford Priory, Aylesford ME20 7BX, UK
www.kentskitcustomandamericancarshow.co.uk

● **Old Ford Rally**

July 19

Heritage Motor Centre, Gaydon CV35 0BJ, UK
heritage-motor-centre.co.uk

● **Internationales Ford Capri Treffen**

July 29-31

24238 Bellin, Germany
ford-capri2800.de

● **Fast Car Festival**

July 30-31

Donington Park, Castle Donington, Derby DE74 2RP, UK
www.thefastcarfestival.co.uk

AUGUST

● **Mk1 Cortina National Show**

August 6-7

Stratford-upon-Avon Racecourse CV37 9SE, UK
www.mk1cortina.com

● **Ford Cortina Mk2 National Rally**

August 6-7

Stratford-upon-Avon Racecourse CV37 9SE, UK
www.fordcortinamk2oc.co.uk

● **Ford Fair**

August 7

Silverstone Circuit, Towcester NN12 8TN, UK
www.fordfair.co.uk

● **Capris Mild To Wild Event**

August 7

Badgers Hill, Sheriffs Lench WR11 4SN, UK
<http://capriclub.co.uk>

● **Retro Rides Gathering**

August 28

Shelsley Walsh Hillclimb WR6 6RP, UK
<http://retoridesgathering.com>

SEPTEMBER

● **Brighton Speed Trails**

September 3

Madeira Drive, Brighton BN21 1AY, UK
www.brightonandhove-motorclub.co.uk

KEY

Show

International show

Tour

Motorsport event

Northampton Motorsport

The Performance Tuning Specialists

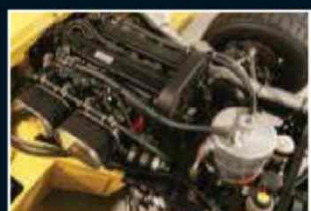
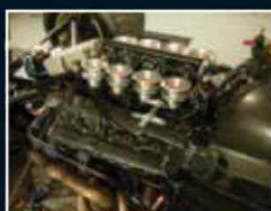
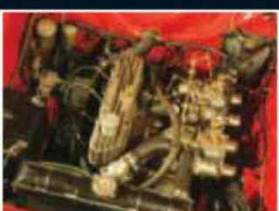


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ONE FOR THE ROAD

SUMMER FORD SUMMER FESTIVAL

When: July 16 **Where:** Dagenham to Brighton, UK
Fancy a road trip to the coast this summer along with a whole host of other classic Ford fanatics? The Ford Summer Festival is a brand-new event that kicks off with a road run starting from Ford's über-legendary plant (and the birthplace of many a classic Ford) at Dagenham in east London and winds its way down to a full-on Ford show at Brighton Racecourse in East Sussex - just 2 miles from the seafront!

Once there you can pitch up your tent and enjoy there Ford festival, which includes afternoon and evening entertainment, followed by a trip into Brighton on the Sunday, to make the most of your VisitBrighton vouchers which are included as part of the run package (£60 per car, includes breakfast voucher, route book, rally plate, camping for two people).

Find out more: www.fordsummerfestival.co.uk
Great for: Kicking back with an ice cream

Scottish Ford Day

September 4

Scottish Vintage Bus Museum,
Lathalmond KY120SJ, UK

www.pre67ford.co.uk

Goodwood Revival

September 9-11

Goodwood Circuit, Chichester
PO180PH, UK

www.goodwood.co.uk

Kent's Classic

Car Show

September 11

Aylesford Priory ME20 7BX, UK

www.kentsclassiccarshow.co.uk

European Ford Event

September 11

Raceway Venray, Venray
5813AD, The Netherlands

www.europeanfordevent.nl

Spa Six Hours

September 16-18

Spa Francorchamps, Belgium
<http://sixhoursofspa.co.uk>

Footman James

Manchester Classic
Car Show

September 17-18

Event City, Manchester

M178AS, UK

www.manchesterclassiccarshow.com

FordFest

September 18

Santa Pod Raceway, Podington
NN29 7JQ, UK

www.fordfestshow.co.uk

Sywell Classic

September 24

Sywell Aerodrome NN60BN, UK

www.sywellclassic.co.uk

TRAX

September 26

Silverstone Circuit,
Towcester NN12 8TN, UK

www.traxshows.co.uk

November

Classic Vehicle

Restoration Show

MISSED OUT?

Is your show or event not included? Email the details to classicford.ed@kelsey.co.uk

November 5-6

Bath & West Showground,
Shepton Mallet BA4 6QN, UK
www.carsandevents.com

Classic Motor Show

November 11-13

NEC, Birmingham B40 1NT, UK
www.necclassicismotorshow.com

KEY

Show

International show

Tour

Motorsport event

ONE IF YOU WANT TO VENTURE FURTHER AFIELD

EUROPEAN FORD EVENT

When: September 11 **Where:** Raceway Venray, The Netherlands
It's often not on the radar of UK-based classic Ford enthusiasts, but the European Ford Event is actually one of the biggest and longest-running Ford events in mainland Europe. Held at the Raceway Venray, it naturally features a fair amount of on track action, and is well worth the (relatively) short trip over in your own car to fly the flag for Ford UK.

Find out more: www.europeanfordevent.nl

Great for: A continental blast



ONE IF YOU FANCY AN ALTERNATIVE TO LE MANS

SPA SIX HOURS

When: September 16-18 **Where:** Spa Francorchamps, Belgium
Think of the Spa Six Hours as like the famous Le Mans 24 Hours race, but for classic cars. Taking place at the amazing Spa Francorchamps circuit in Belgium, it's a lot closer than Le Mans, and the atmosphere is arguably better. With the races broken down into six-hour stints, it's easier to watch and there are some great dices with Capris, Lotus Cortinas and Escort Twin Cams and RS1600s taking on the Alfas and Jags. The classic theme means plenty of old cars make the trek over, and it's a great way to end the summer.

Find out more: www.sixhoursofspa.co.uk

Great for: Good beers and good racing

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Cortina Mk3 GT

Classic Fords restored: Surviving GT versions of the four-door Mk3 Cortina are few and far between, so when Mark Rogers stumbled across this one, he knew only a full-on restoration would do.

Words Marc Stretton **Photos** Michael Whitestone



From the day — just a few years back — when a 17-year-old Mark Rogers saw his mate's in-the-weeds 2000E Cortina for the first time, he's been mad about the Mk3 version of Ford's top selling family car. Many Coke Bottles have come and gone since that first vision, but there are always plenty more taking their place in his life. The current list includes a Crayford drop-top for restoration, another bare shell just waiting for an inspirational customising plan to form in his mind and a rare 1600 base model being prepared for Mark's daughter to drive and carry on the family fanaticism.

Top of the current pile though is another how-many-left? example of the model — this four-door Marine Blue GT. Back in the '70s the price premium for a GT would have put many buyers off, and those that did stump up the extra cash were looking for a sports car substitute, so went for the two-door option. And plain-old Marine Blue wasn't a popular choice either when compared to the eye-catching bright yellows, reds and greens of the colour charts back in the early '70s. "So I don't think I'll be seeing another Mk3 specced quite like this for a long time," Mark says.

Special brew

Mark got to hear about the car through the Mk3 Owners' Club back in 2007 and even though the first viewing took place on a dark dingy night in a small garage, he knew immediately he'd found something a bit special. The Cortina turned out to be a one-owner-from-new car, unused since 1997 and packed full of lots of useful parts the previous owner had collected for a resto that never started. "Reginald Tildesley, from Walsall had been given the GT as his company car back in 1974," Mark explains, "then he'd taken the car off the firm's books and kept driving it until →



"EVEN THOUGH THE FIRST VIEWING TOOK PLACE ON A DARK, DINGY NIGHT, MARK KNEW HE'D FOUND SOMETHING A BIT SPECIAL"



Dinitrol rustproofing meant Mk3 was remarkably solid.



Mk3 GTs are rare; four-doors like Mark's even more so.



Better-than-new finish for the Cortina's boot area, too.

RESTO LOG

Mark's a self-confessed modifier of classic Fords, but when he saw the rare four-door GT for sale, he knew he had to do the right thing and restore it to original spec with a concours level of finish.



The Mk3's basic structure was thankfully solid, but the front panel and wings still needed replacing.



Having been coated in Dinitrol rustproofing since new meant for once, the body rebuild was straightforward.



Every nut, bolt and washer was bagged and labelled, then shotblasted and replated where necessary.



Mark left applying the coats of rare Marine Blue paint to the local bodyshop. It's a great choice of colour, too.

1997, when it was tucked away for future attention. Sadly, for Reginald, that plan wasn't fulfilled, and I'm a lucky man to have been able to take on the task."

"Things got better when I got the Cortina home and in to the light," Mark continues, "as although the car definitely needed a restoration, it was nowhere near as bad as I'd first thought. Having been Dinitrol'd all its life, the major structure was solid, but most importantly, the exterior and interior trim — often the hardest parts to find on any classic Ford job — was all in excellent condition. Now, I'm usually a modifier with most of my Mk3s," Mark adds, "but with this discovery, there was no way I wasn't going to do this one as a spot-on original build. It would have been sacrilege not to."

"My initial thought was that with most of the parts reusable and many spares included, six months should be plenty of time," Mark says, "but that turned out to be seven years when I realised I couldn't do anything other than a nut-and-bolt concours job!"

Metalwork repairs needed were to the front floorpans, rear arches and the front wings were shot, but as a brand-new pair had come with the sale, that was one headache that was rapidly dealt with. "The front valance could have been repaired, but when a NOS one came along just at the right time, that was used too," Mark says. "Elsewhere the shell just needed localised repairs,

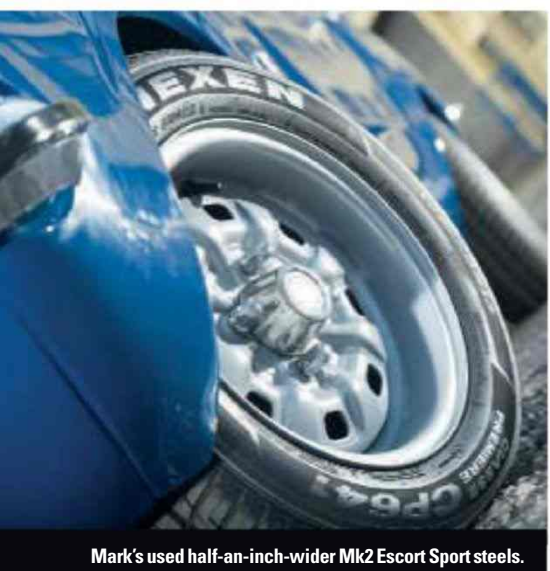
"I SPENT COUNTLESS HOURS MAKING SURE ALL THE PANELS, DOORS, BONNET AND BOOT LINED UP, AND WOULD GET MATES ROUND JUST TO DOUBLE CHECK"



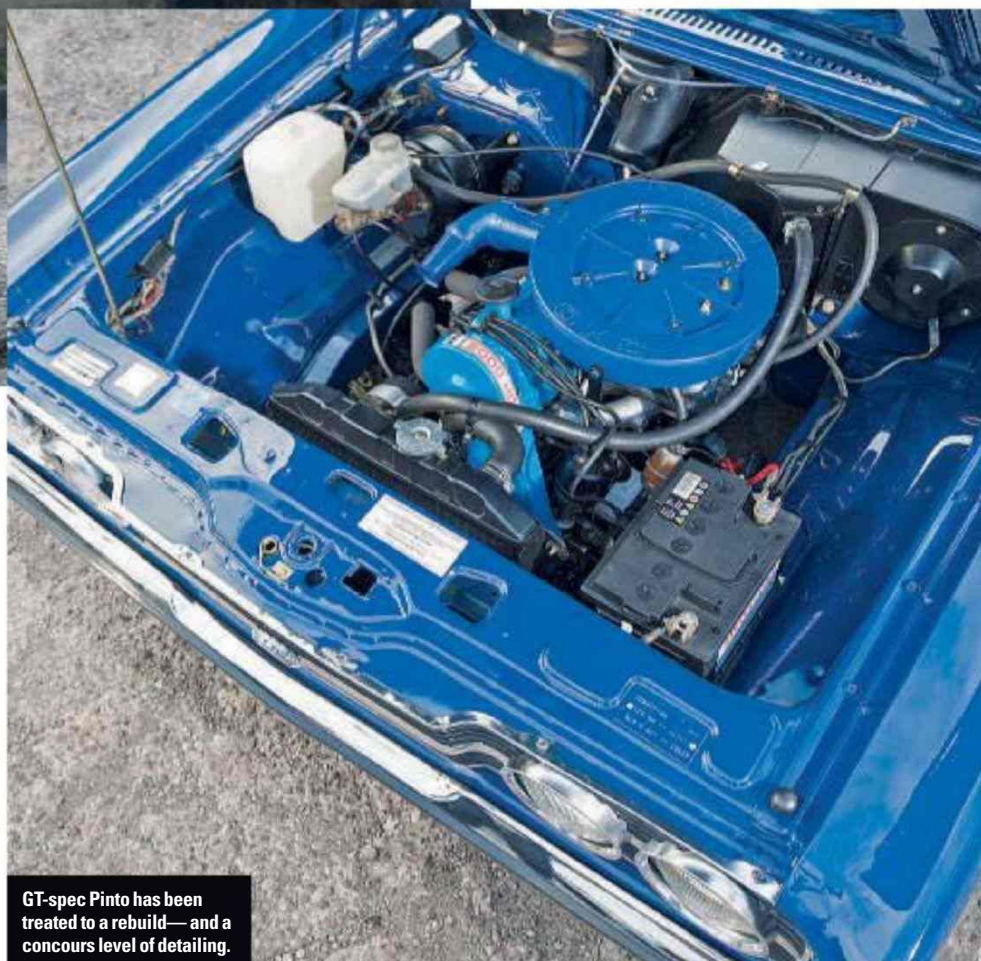
Mk3 GT came with a tubular four-branch manifold.



He thought it would take six months, but Mark spent seven years restoring his GT. We think it was worth the wait.



Mark's used half-an-inch-wider Mk2 Escort Sport steels.



GT-spec Pinto has been treated to a rebuild—and a concours level of detailing.

but I'm so sad that these took much longer than they could have... if a repair section needed a shape to it or had a seam originally, I had to put that in, even if it would never be seen once painted or covered over with underseal or carpet!

"My other bit of fortune was that I work in a Ford-authorized repair workshop and my boss is a Mk1 Escort owner, so didn't mind my Cortina taking up workshop space for the best part of seven years." Mark says "There's been some back-scratching work done on the Mk1 to return the favour though," he adds.

After Mark had finished welding and had self-prepped the body, topcoats of original Marine Blue were applied at Clive Guest Motors in Dudley in December 2103 and the task of rebuilding began. "I spent countless hours making sure all the panels, doors, bonnet and boot lined up," Mark says, "and would get mates round to double check just to make sure everything was millimetre-perfect.

"THE ENGINE'S REBUILT WITH GENUINE FORD PARTS — EVEN THE FANBELT"

Back in stock

Mechanically, every component of the original Cortina that could be restored was cleaned, painted, or recoated right down to the balljoints. "The engine is fully rebuilt with Ford components right down to a Motorcraft fanbelt and all the rubber bushes were renewed with OE ones," Mark says, "apart from the rear end bushes — the Cortina's weak spot — which I've gone for poly-bushes on. And every nut, bolt, washer or spacer was labelled and photographed as it came off, then cleaned and resurfaced if necessary before being reused," he adds... "all except four nuts and bolts that, annoyingly, the platers lost!"

Elsewhere the as-it-came-from-the-factory theme continues, with OE brakes and

suspension components used throughout, the vinyl roof just needing a deep clean, all the original glass and lamps in place (apart from some NOS front indicator lenses), and a mild-steel exhaust attached to the GT's four-branch manifold. Similarly, the immaculate interior is dominated by the excellent cloth-backed tombstone recliners — thought to be late-model upgrade, as although Mark hadn't seen these in a GT before, a fellow club member has confirmed that his similar-spec Mk3 was fitted with them, too.

In fact, the only deviations to original on the Cortina are the steel Sport wheels, which are the same pattern but are actually Escort 5.5Js rather than the GT 5Js, a 2 inch lowering kit for the looks and a slight handling improvement, an MP3 →



Tombstone seats with cloth inserts are thought to be a late-model rarity. Colour-coded steering wheel added by Mark.

"SINCE ITS COMPLETION, MARK'S MK3 HAS TAKEN THE SHOW SCENE BY STORM, WINNING FOUR TOP AWARDS"



It's a concours build, but Mark still drives it to the summer shows — and often picks up a trophy or two in the process.



POT-HUNTING

Since the GT's completion in April 2015, Mark's Mk3 has taken the show scene by storm, winning four top awards through the season. In June it was voted Best Mk3 at Cortina Day and then took Best in Show at the MTOC Owners' Club Nationals later that month. July continued the successes when visitors to the Heritage Motor Centre's Old Ford Rally decided it was 'the car most people wanted to take home' and finally, at the new FordFest at Santa Pod in September, this extra rare and very beautiful Cortina took top prize in the Show 'n' Shine — an incredible feat considering the vast range of Fords from all eras it was up against. The only dark moment to the whole year was when the 600-mile motor span a bearing shell on the way home from one show. "I rebuilt the unit in five days as I had another show the following weekend!" Mark says. Bring on Summer 2016 when we're sure there'll be a lot more silverware heading Mark's way, and hopefully no more teething troubles.

conversion for the period radio and the aftermarket steering wheel, which is a wheel that Mark just likes to sit behind. And that's exactly what Mark plans to do a lot of in 2016 chasing even more trophies than he won with this immaculate and rare Cortina in 2015 (see boxout above).

Thanks to: all at work (especially the boss) Wombourne Service Ltd, Wolverhampton (www.wombourneservice.co.uk), Clive Guest Motors, Dudley (01384 233340), the Mk3 Owners' Club (MTOC, www.markthreeownersclub.com), and my wife 'Shell and my Cortina-building mate, Rich Lowe for all their help and support.

GT came with extra gauges. Radio now plays MP3s.



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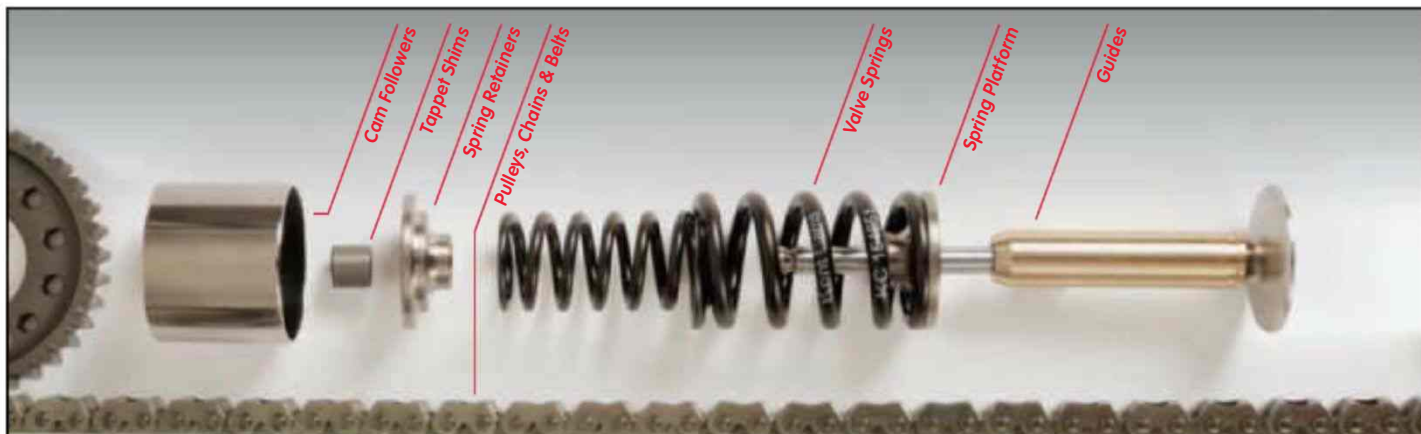
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PD07K Kit	Redstuff premium fast street pads and USR slotted black Geomet® discs
PD08K Kit	Yellowstuff highest friction pads and USR slotted black Geomet® discs
PD012K Kit	Redstuff premium fast street pads and GD sport drilled black Geomet® discs
PD013K Kit	Yellowstuff highest friction pads and GD sport drilled black Geomet® discs
PD016K Kit	Greenstuff sport pads and BSD blade style slotted black Geomet® discs
PD017K Kit	Redstuff premium fast street pads and BSD blade style slotted black Geomet® discs
PD018K Kit	Yellowstuff highest friction pads and BSD blade style slotted black Geomet® discs
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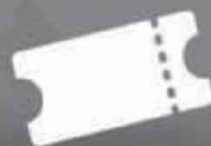
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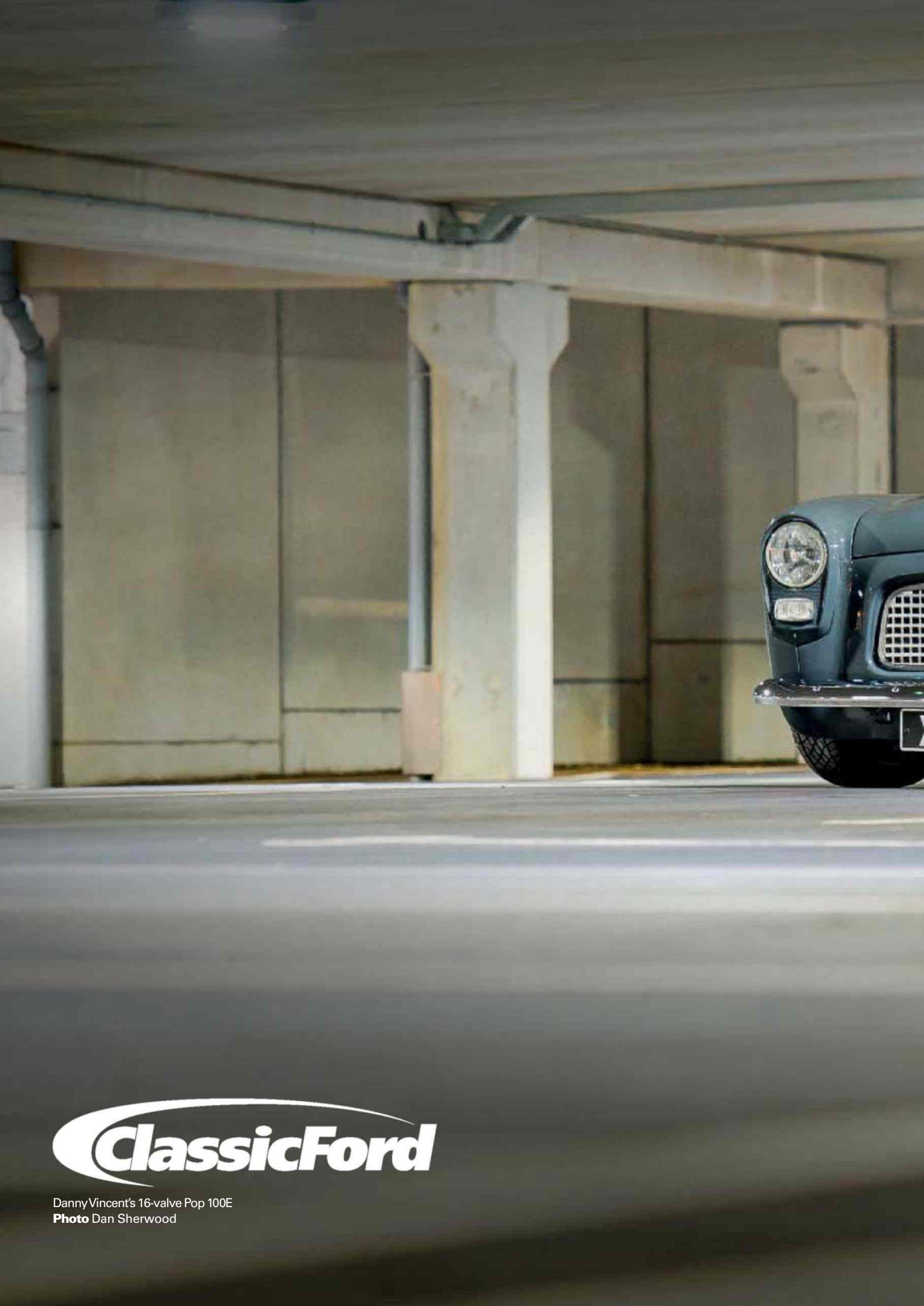
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Bernie Rooney's 2JZ-powered Mk2 Escort
Photo Adrian Brannan





ClassicFord

Danny Vincent's 16-valve Pop 100E
Photo Dan Sherwood





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LEAVING A POLITE NOTE ON
THE CABARET'S WINDSCREEN,
OFFERING TO BUY IT SHOULD
IT EVER BECOME SURPLUS
TO REQUIREMENTS"**



SPECIAL MEASURES

Ford gave us a slew of special edition Capris throughout the '80s, many of them were very cool indeed, but few can hold a candle to this — Calvin Ware's Cabaret II.

Words Jamie Arkle **Photos** Adrian Brannan

The 1980s were a turbulent time for car manufacturers across the world. It gave us the first true supercars, saw turbocharging enter the mainstream and the automotive lexicon in a big way, and last but by no means least, it was the final decade in which you could walk into a Ford dealership and drive off in a brand-new, box-fresh Capri. It's easy to forget just how long in the tooth the Capri was by the tail end of the '80s; the public were aware that the Mk3 was really just an overhauled, moderately re-engineered Mk2, its range of engines looked decidedly archaic when compared to rival offerings from competing manufacturers, and it looked increasingly out of place in a world dominated by hot hatches.

Ford fought back in the only way it knew how, with an all-out marketing blitz. A raft of special editions and limited model runs were signed off, some genuinely special, most consisting of little more than dealer-applied decal and trim packs designed to shift remaining stock. The Capri you see here falls firmly into the former category. It's a Cabaret II, one of the early special edition Mk3s



offered from the factory in 1982 in either 1600 or 2-litre Pinto guise, complete with two-tone paintwork and an array of graphics packs to let your neighbours know you'd bought something a little out of the ordinary, slightly different and, well, special.

Oval fruits

"I was brought up around old Fords at the Spedeworth race tracks, as my dad worked for them, and I saw plenty of them race at hot rod events at the time," explains owner, Calvin Ware. "I grew up loving old Fords from a young age but never thought I'd one day have the opportunity to own one."

Calvin spotted this car lurking on a drive just down the road from his house, a location which afforded him the opportunity to keep a close eye on it on a daily basis. Then, after a good few months, the Cabaret disappeared, replaced almost immediately by another Mk3, albeit one powered by a Cologne V6. Calvin acted quickly, wasting no time in leaving a polite note offering to buy the

Cabaret should it be surplus to requirements and, as it turned out, that's precisely what happened. A few days and a couple of phone calls later and the 1600cc Cabaret was parked up outside Calvin's house.

"It was a totally standard 1600 Capri, albeit with a few cosmetic issues dotted around," Calvin recalls. "The paint was tired and the lacquer had begun to peel, there were bits of rust here and there, and the offside front had taken a hit, resulting in a bent front valance and wing."

It was MOT'd and road legal though, and this proved more than enough to convince Calvin that the car was a usable prospect right from the beginning. He began by removing the collection of spotlights and other dubious aftermarket additions, then turned his attention to the buckled valance and the faded side mouldings. This done, the Capri was pressed into active service, something that it tackled remarkably well for a number of years until the original Pinto began to show its age by belching out alarming clouds of oily smoke.

"It was a tired, time-worn Pinto and probably hadn't been expected to cover so many miles for a long time, so I half expected it to struggle."

Bigger brother

A 2-litre Pinto was soon sourced and fitted, though sadly this engine soon decided to start belching out equally noxious fumes within a year of Calvin slotting it into place, so it was back to the drawing board once again. This was back in 2012 and enough time had passed for Calvin to consider a full-on restoration worth doing, so the engine was hauled out once again and sent off to Roe Engineering (01252 613404) for a rebuild, while the bodyshell was readied for a comprehensive restoration.

The shell was finished first, albeit temporarily and with only the engine bay painted, and perfectly timed for the Pinto — now with a BP270 camshaft from Piper Cams (www.pipercams.co.uk), overbore and an unleaded head conversion — to be re-homed once again... and that's when things started to go awry. →



HOMEBUILT HERO



Red over silver paint is a winning combination — topped off by those retro-cool Slot Mags.



The Cabaret's interior now features Calvin's upgrades, but he can easily turn it back to standard if he wants to.



Neat digital gauges housed in the standard dash.



Natty Slot Mags were bought long before the car arrived.



Custom-stitched, retrimmed Recaros are a great touch.

hours of the initial disaster, but this still meant Calvin had to have it re-reported and rebuilt in double-quick time if he was to stand even a slim chance of completing the build on schedule. The team at Roe Engineering pulled out all the stops and managed to have the work done in days, Calvin then following this up with an equally speed engine rebuild. The Pinto was re-mounted just in time, the Capri rolling into Ambassador Coachworks (www.ambassadorcoachworks.co.uk) for a respray hours later and emerging looking utterly flawless from every angle.

Map reference

The Pinto has since been further fettled: a pair of snorting twin 40 carbs have been bolted into place, a Sportex exhaust now runs out of the bay, and an electronic ignition system with 2D mapping capability has been installed. Leaving aside just how odd it must be to see something as modern as a laptop and associated wiring running out from under the bonnet of something as unapologetically old-school as a Capri, Calvin's keen to point out just how much of a difference this has made to the car, noting that it's made it more reliable and far better suited to tackling modern roads and traffic.

Calvin's done more than mere engine and bodywork though, much, much more. The interior was, in his own words, in a bit of a sorry state, with a sagging headlining and worn, collapsed bolsters combining to give a decidedly second-rate feel to what would originally have been a fairly plush cabin. Calvin set about rectifying this right away, firstly by sourcing, restoring and fitting a Shark Grey interior from a 2.8i (with custom Cabaret II stitching of course), then by attempting something rather more radical with the dash and instrumentation.

"I spotted some digital gauges for sale while in America back in 2014, thought they looked rather good and decided to keep my eye on them. Then, just as we were about to fly out, I noticed that they'd been reduced and were now on special offer" he explains with a grin. "A few months and a lot of hard work later and they were in, still with the original casing and with a straight plug-and-play set up to easily convert back to analogue as and when I feel the need."

"We were in the final stages of rebuilding the engine and it was within hours of being refitted to the car when, to my horror, the portable workbench supporting it collapsed! I tried my best to save it but couldn't, and the head hit the ground upside down — hard," explains Calvin with a grimace. "Closer inspection revealed a crack around the front cam oil seal. This all happened less than a week before the whole car was due to go back into the bodyshop for final paint."

A good friend came to the rescue, donating another Pinto head to the Capri cause within



Piper 270 cam helps improve the Pinto's power output.



New repro decals are the finishing touch to the exterior.

"TO MY UTTER HORROR, THE WORKBENCH COLLAPSED AND THE CAPRI'S CYLINDER HEAD HIT THE GROUND — HARD"

Slot machine

The finishing touch was undoubtedly the set of Wolfrace slot mags, a period wheel that's never stopped being cool and one that harks back to Calvin's formative years spent messing about with Fords. Indeed, he liked them so much he bought them before he even had the car!

Since the rebuild was finished it's been used regularly and properly, Calvin basking in the

attention the car gets from all who see it, though only a tiny fraction of those who comment realise they're looking at something far rarer than just another Mk3. Perhaps just as importantly, everything that Calvin's done to the car can be reversed and the Cabaret could, with a few days of work, be put back to stock, so it really is one of those rare examples of a win-win situation for all concerned. **CF**

Tech Spec

Body

Mk3 Capri Cabaret II with painted trim line and black side mouldings, restored bodywork with all original panels. **Paint:** Imperial Red and Stratos Silver

Engine

1993cc Pinto with 1 mm overbore, Piper Cams OHCBP270 camshaft, Piper vernier pulley, unleaded converted head, electronic ignition system with 2D mapping facility, Sportex 2 inch stainless steel exhaust system, twin 40 carbs on short manifold, air filters, electric cooling fan. **Power:** 141 bhp

Transmission

Type 9 five-speed conversion, original propshaft, axle and differential

Suspension

Stock Ford dampers, springs and bushes

Brakes

Rebuilt front disc and calliper set-up, rebuilt rear drums and shoes

Wheels And Tyres

7x13 inch Wolfrace Slot Mag wheels, 205/60R13 Nankang tyres

Interior

Restored Shark Grey interior from Capri 2.8i with custom Cabaret-embroidered motif on front Recaros, digital dash with Metric conversion, Kenwood CD stereo mounted in glovebox and controlled via OE head unit, Mountney wheel, custom raised boot floor to house spare Wolfrace wheel and toolkit

Thanks

Spedeworth Racetrack (www.spedeworth.co.uk) for the inspiration and for letting us photograph the car on their premises, Surrey Capri Club (www.surreycapriclub.co.uk), my wife Charlotte for her support, and my dad Michael Ware for his support and inspiration

Homebuilt Hero

The Cabaret was in pretty good shape when Calvin got hold of it, but he knew he could make it better, and a full engine rebuild and bodywork prep and respray was the only way forward.



As bought, the Cabaret was largely tidy and original, but the tired paint meant a stripdown was on the cards.



First job was to remove the tired 2-litre Pinto Calvin had previously fitted to get it rebuilt and tweaked.



Bodywork sorted, the shell was resprayed.



A trip to the US saw Calvin bringing back a digital clock kit, which he carefully installed into an existing Capri dash housing. It's a trick touch and a pretty unique one, too.



Calvin's chuffed with how the rebuild has turned out.

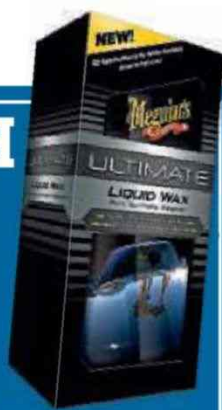
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YOUR LETTERS, EMAILS & SOCIAL MEDIA COMMENTS

LETTER OF THE MONTH



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SHELLING OUT

Further to your news story in the February edition, I am possibly not the only one to be concerned over the production of new Mk2 Escort bodyshells. These will be totally unknown quantities, never having undergone any industry safety or crash testing, yet will reappear on the scene as a bona fide Ford product.

I wonder how Ford will view the situation, never mind the insurers, MoT testers or future owners. It is one thing repairing originals to an MoT standard and

quite another to use the car and log book to pass off what effectively is a clone or kit car, which demands a different inspection regime and registration document.

It also devalues the efforts made by those companies who invest large amounts to produce quality OEM parts, and all those who read your magazine and strive to restore the marque.

Jeff Ledger
Durham, UK



Roger Clark's mechanic, the late, great Norman Masters builds up a works Escort RS1800, but what would Ford think about new Mk2 shells?



Autocross your Twin Cam? Why not?

The Player

This photo is of me taking part in a round of the Players No.6 Autocross Championship back in 1970. The car was a brand-new Escort Twin Cam. A lot of people used their road car back then!

Nick Williams

Classic Ford on Facebook

On track?

As a theft and fraud insurance investigator for vehicles, I have to say the classic car sector is always going to be a tremendous challenge for owners to avoid losing them.

I read the editor's comments about installing GPS-based trackers in the current issue of sister title, Classic Car Buyer. No problem with that at all. However, what we investigators are faced with now regarding current modern vehicles and classics is the professional thieves who can circumnavigate these devices. Hence they will get away with the vehicle even though it has a tracking device concealed.

Thieves who are dedicated in this line of theft can purchase via the Internet, radio frequency jammers and detectors. These can not only detect where a tracker is located in a vehicle, they can also jam it.

It is commonly thought that power to the tracking devices was disconnected or the devices are being shielded hence preventing the owner from finding their vehicle. However, in many cases electronic jammers are being utilised. These units will interfere or block GPS data, cellular connections and the ability to activate a tracking device.

One also has to take into account that concealing tracking devices on classic cars is

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quite different from a modern vehicle where access to a unit is far more difficult. Vehicle thieves who would not have such a device will, if they are sharp or suspicious, go through the vehicle in search of devices. Another way for them to ensure the vehicle is tracker free is to park it up for around 48 hours on a street to cool off and see if it is safe to move without them being caught.

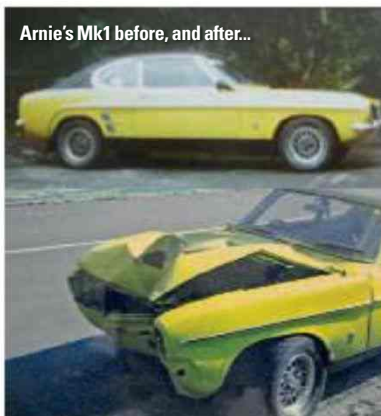
Richard Heritage
Email



Sad evening

Just thought I would share my sadness with you. Working late on my Anglia this evening I broke my original Classic Ford mug. It was old (1999) and worn like myself, but it still held a great cuppa.

Jim Cooper
Email



Arnie's Mk1 before, and after...

Front-ended

This was the sportiest car I ever owned — a 1973 GT Capri V4 2-litre auto. I had a V6 3-litre motor put in and the result ended badly on a corner after a left rear blow-out! Sadly, it was sold to a wrecker for a loss. I hope it has been reborn.

Amie Nicholson
Classic Ford on Facebook

New Capri?

I would like to know if in the future Ford is going to make a new version of the Capri — like the Mini Cooper, Fiat 500 and so on. I would like to pass the suggestion on to Ford, do you know if this is possible?

Simon Woodward
Email

We'd all like to see Ford produce a rear-drive, stylish coupe again. However, speak to Ford, they'll probably point you in the direction of the current Mustang.



Keith Flynn: My new one in the garage for a good clay and a machine polish.



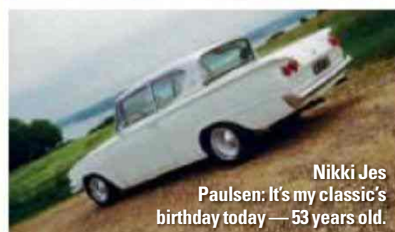
Günter Külhein: Nürburgring 2007.



Luke Hinson: The things you do!



Tony Barrow: My friend's Lotus and my GT on a summer's evening last year.



Nikki Jes Paulsen: It's my classic's birthday today — 53 years old.



Alex Bakasetas: My YBP-powered Mk2 Escort in the build.



Rob Smyth: our cars at Scarborough Harbour in Queensland today.

YOUR CARS

THE BEST OF WHAT'S DROPPED IN OUR INBOX THIS MONTH

CAR OF THE MONTH



Rob's van is nice and solid thanks to spending most of its life in sunny South Africa.



Rob Jones

From: UK

Car: Mk1 Escort van

"My friend Rob runs MSC Importers, and he has recently bought and shipped a Mk1 Escort van from South Africa," says Nick Kirby. "The van is bodily in original condition, and it looks great both outside and inside."

"It's been fitted with a 1600 Sport engine and gearbox, and is now running twin Webers, which make a glorious noise."

"The van has recently been fitted with a set of Alleycats and front quarter bumpers while on the inside there are a pair of leather Recaros and a

suede-rimmed steering wheel. Rob is a lifelong Ford enthusiast and has owned and worked on most kinds of Fords. He tells me that he is thinking about selling the van as he is unable to keep everything he has, but hopefully he'll change his mind!"



Chris' Saph replaces his first, which sadly went up in smoke.



Chris Dorman

From: UK

Car: 2wd Sapphire Cosworth

"This is my second Cossie, as sadly the first one went up in flames on the motorway," says Chris. "I acquired another to make a good one out of the two, which went on to take my now wife to our wedding. It's been fitted with 17 inch Azev alloys, RS500 intercooler, Airtec radiator, Emerald K3 ECU, 3 bar MAP sensor, individual coil packs, coil-overs all round, BD14 cams and verniers, and was rolling roaded with 351 bhp and 342 lb.ft torque."

SHOW US YOURS!

Email hi-res photos of your pride and joy or project to classicford.ed@kelsey.co.uk or write to us at the address on page 5.

YOUR PROJECTS

Classic Fords being built in garages, workshops and on driveways!

Adrian Grinham

From: UK

Cars: Anglia 100E

"I'm just starting to strip this 1959 100E, after having a midlife crisis and deciding I needed to take on a project!" explains Adrian. "I have had many cars in the last 26 years of driving, but never have I had a project to do, so here goes, in for a penny, in for a Pound - or may be 8000 of them!"

Adrian's plans include arches, fat Minilites and the debumpered look. He's not decided on the choice of powerplant yet, but a Zetec is looking like a strong contender.

Adrian reckons this Pop is the result of a midlife crisis. We say bring it on!



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Right: A typical example of one of
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Left: A typical 'before & after' example of a restored Lotus
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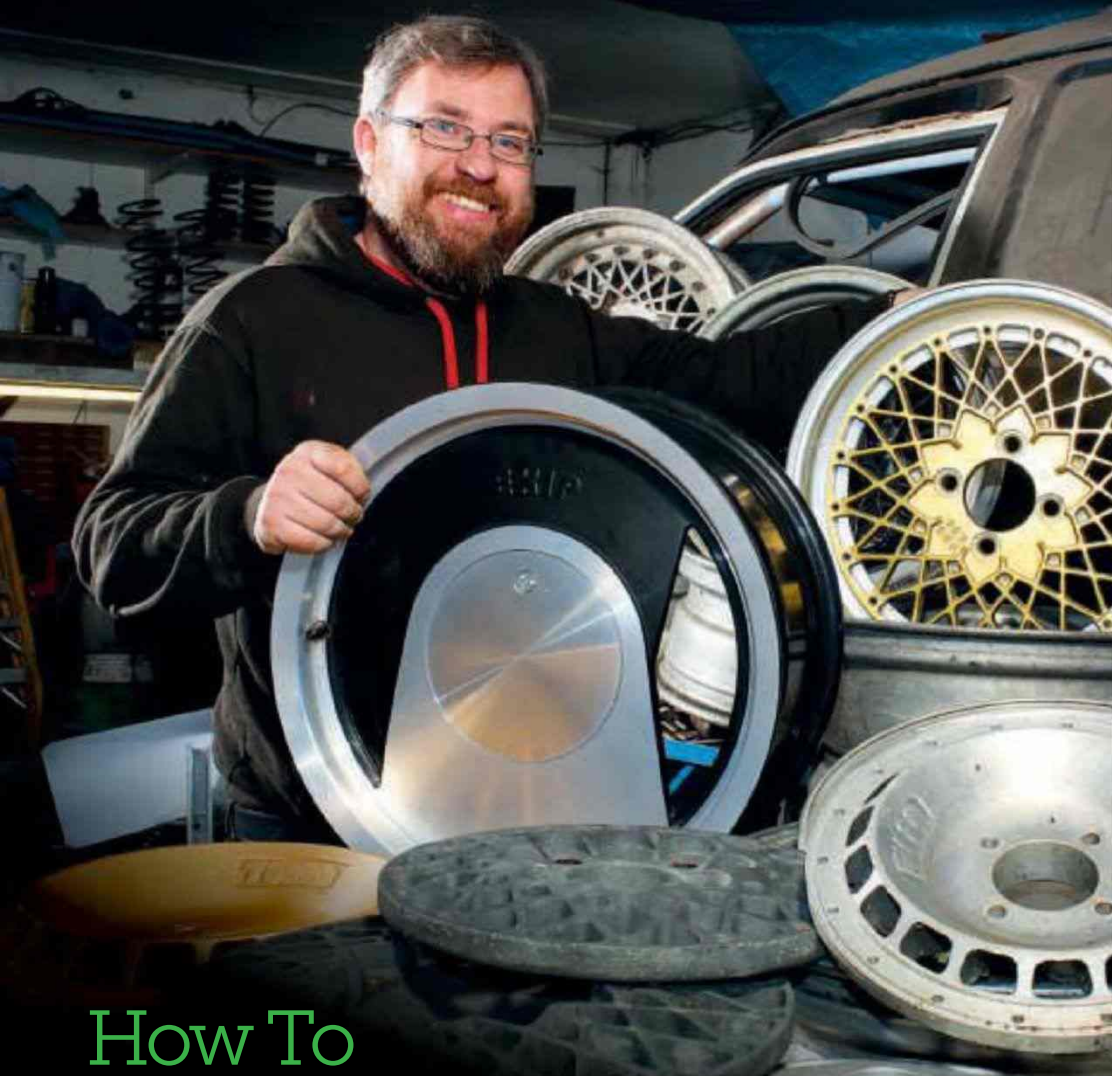
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How To

Buy second-hand wheels

Whether it's alloys or split-rims, buying aftermarket wheels can be minefield. Obsessive collector, Neil 'the wheel' Boath guides us safely through.

Wheels are probably the most important aspect of a classic Ford — they set the tone, tell you exactly what the car's all about and let's be blunt, make or break it. There's only one other equally important aspect and that's stance — get the two right and you can almost forget about bodywork, rust and visual tricks, when it sits right with spot on wheels, you're onto a winner.

But the world of wheel choice is equally mind blowing and it's dead easy to go with what you've got, convincing yourself that it'll work. Being blunt and honest is the best thing you can do for your car and yourself — but what you equally need

Info

Tools required:
Steel rule, tape
measure, vernier
callipers or
PCD gauge

Thanks:
Neil Boath

wheel-wise is a good knowledge of what's out there. One person who's almost obsessed with round lumps of alloy — especially of the split rim type — is Neil Boath, and his collection of rims is massive.

One thing we've never done is discuss the options and look at the myriad of types and styles that are available on the second-hand market. And while this could take us years to wade through — which is what Neil's been doing all his life. Consequently, he's in a great position to explain the rare ones, especially the split-rims, what ET and PCDs all about, and how to measure them easily so you don't get it wrong.

WHAT HAVE YOU GOT?

Somewhere on your wheels there will be an indication as to their size. Often it's cast in, or it can be stamped according to the material the wheel is made from. This size reference can be set/raised into the front face, the rim edge; in fact almost anywhere — you just have to find it. Sometimes it's really obvious other times it isn't; or, it's just not there at all.

What we need to do is either interpret what the codes mean or if there aren't any, measure it all for ourselves — and it doesn't hurt to double-check the code either; so you know it's right.



As an example to aid measurement, we'll use one of Neil's ultra-rare ones as an example. These are one-piece cast wheels and are new-old '80's stock EXIP Megas he bought direct from Germany.



Lifting the centre cap reveals the wheel fitment holes and therefore the PCD — we'll get onto that in a moment — plus, the cast-in info that we're after.



To double-check, measure the overall diameter of the wheel followed by the rim width across the flats as shown here. This wheel takes the form of 7Jx16 — this means it has a 7 inch wide rim, with a 16 inch diameter and a J-profile to the lip.



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118



Measuring offset (ET)

What we've got here are two letters followed by a figure — in this case ET 35. The first bit is German, standing for Einpresstiefe — and translates roughly as offset. The number next to it relates to the amount in millimetres (mm) the bolt face is offset from the centre line of the wheel — this will either be a positive number or a negative, indicated by a negative sign (-). Positive (+) isn't normally written.

A quick way of remembering what's what: negative means dish and positive means flat. So in this case ET35 means the bolt face is set 35 mm to the outside of the rim, creating a flatter-looking wheel — the dish is all on the inside face rather than the outside.

The first measurement we need is the overall width of the wheel. This is different to the rim width we've just measured, and the common mistake is taking that 7J bit and assuming the width we need is the metric equivalent of 7 inches — it isn't!

So with a flat surface and a tape measure, we can determine our overall width is 202 mm — if we divide that by two, it gives us the centre line measurement, which is 101 mm.

1



2



The next bit we need is to measure the back-space of the wheel from the outside of the inside face lip to the inside face of the bolt face — here Neil's using a spirit level as a straight edge...

3



...And measuring from it to the bolt face (left), determining a figure of 136 mm.

For the next part it's important you get in the right sequence as you subtract the wheel centre from the back space so:

$136 - 101 = 35$ mm — a positive number meaning the bolt face is offset 35 mm to the outside face of the wheel.

If you subtract in the wrong order — $101 - 136$ — you'll get -35 mm, meaning it's dished the other way — just looking at our wheel tells you that's wrong. But if it weren't so obvious, you could be caught out when you fit the wheel to the car — it'll probably catch where you don't want it to.

WHY POSITIVE OR NEGATIVE OFFSET?

All wheels are designed with a certain amount of offset, which can overcome the constraints of the suspension's design and puts the tyre's footprint in the optimum position according to the suspension's geometry — whether that's caster, camber or more importantly the scrub radius. Alter any of those — which you can by lowering the car or in this case fitting alternative offset wheels, then the car will behave in a different fashion — some of it to the detriment of the handling.

Generally, rear-wheel-drive cars feature neutral offset — the bolt face is directly on the centre line of the wheel or negative offset — where there's a dish. And in plenty of

cases, that can be on the back — especially on a hot rod. But a rear-wheel-drive car can also tolerate a positive offset too — as in the Sierra Sapphire, which has an ET of 40 meaning the wheel's flat. Yes, it's confusing!

By contrast, a front-wheel-drive car almost always has a positive ET — the wheels are characteristically flat or undished. What you should aim to do is replicate the ET figure when you fit different wheels otherwise you could well upset the handling. One of the most common traits of wrong offset on front-wheel-drive cars is tramlining — where you're fighting to keep the car in a straight line as it hops from one side of the road to the other.

Other effects will be torque steer, uneven or rapid tyre wear and a car that's a pig to handle — unless of course, you've re-engineered the car's suspension geometry to take the different offset into account.

As a general rule, the following applies although as we've already seen, none of it is cast in stone:

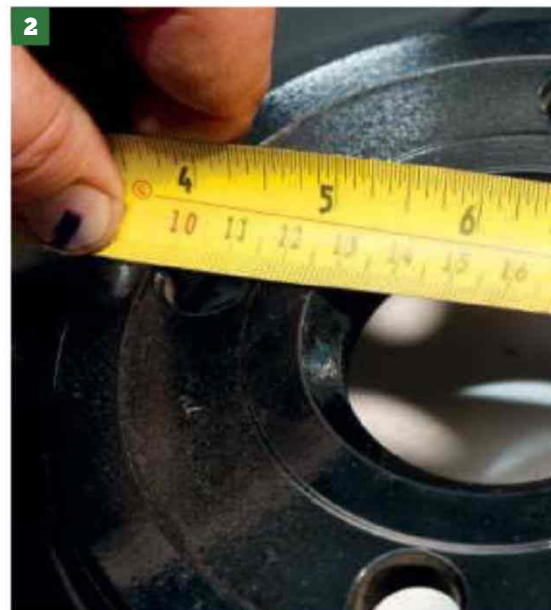
Rear-wheel-drive: negative and lower offset — for example, -10 mm (ET-25) to +20 mm (ET20) offset.

Front-wheel-drive: positive offset from +20 mm (ET20) onwards



Measuring Pitch Circle Diameter (PCD)

The next bit we need to sort is the Pitch Circle Diameter — more commonly known as PCD — and this can be confusing because there are four-stud and five-stud fixings — the latter is more difficult to measure as there's no definite start/stop point. But, as we'll see there are some handy gadgets you can get to make life easier. The traditional way to measure this is with a pair of Vernier callipers...



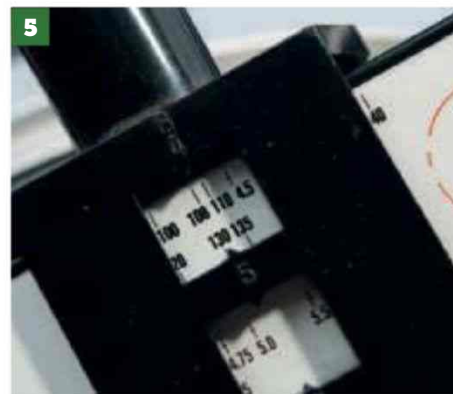
...Or with a tape measure. Neil's not started at the end of the tape but at the 10 cm mark as it's easier to get a more accurate reading. Then you measure from the hole's outside edge, across the bolt face to the outside edge of the opposite hole — yes, this is the same as measuring centre to centre, it's just an easier and more accurate way of doing it because you don't have to approximate where the centres are. The standard four-stud Ford fitment is 108 mm, which ours reads and so is spot on.



But there's a much easier way. For the sake of about £12 most of the wheel manufacturers sell these PCD measuring tools — a pair of callipers which you slot in the holes...



...Although you only put the pins in the adjacent holes....



...And read the PCD off on the scale. Dead easy!



Five-stud PCDs are always more difficult as you need to use an imaginary centre line onto which to measure if you're using the tape measure/Vernier callipers method — but with the gauge, again use the adjacent holes, while there's a separate scale for five-stud, too.

COMMON FORD PCDs AND UNILUG

As we've mentioned the majority of Ford PCDs are 108 mm and that can be four and five stud. There are different PCDs though — the Granada uses a 112 mm five-stud, while American Fords are Imperial at 4.5 inch PCD (114 mm).

Another American trait is for the Unilug fitment (right) — basically an oval-shaped hole that covers a variety of PCDs — handy if you've different fitment front to back, plus one wheel will fit more than one car.



Split Rims

We've covered cast wheels, which have a fixed back spacing and can only be altered within small tolerances via machining – these are all mostly road wheels, while heavy duty examples of this type are best suited to the extremes of rallying.

Race cars often run what's known as split rims — or to give them their correct term, modular wheels. These can be two-piece or three-piece but the idea is that the offset and width can be changed for whatever reason. There are plenty of manufacturers but some of the most well-known are BBS, Compomotive, Schmidt and slightly more recently, Image and MB Racing. Neil's collection consists mostly of Compomotive, BBS and Revolution.

Two Piece

In this type (top right), it's the rim type that significantly differs — these are normally cast, or they can be machined from billets, but the rim is of fixed offset and the centre bolts in from the front or the back. If you want to change offset, then you need to buy a new hoop. This type is generally orientated towards road-based motorsport. The part that's relatively common to both types of modular wheel is the centre which is usually cast — and often that's in magnesium alloy so they're super-light — but prone to crack damage and corrosion. Alternatively, centres can be machined from billets of aluminium, so custom-design wheels are easy to make.



Three Piece

These are similar to two-piece, but the outer rims are two-piece, usually from two pieces of spun aluminium — this means they're machined in a lathe and formed by pressure over a former of predetermined shape.



This is a spun aluminium hoop — the fronts and backs are usually determined by a hole for the valve, which is usually at the front — although for the clean look it can be round the back, too.



Obviously, the offset and the width can be changed simply by swapping in different sizes of front and rear hoops, so an infinite combination of wheel offsets can be catered for. You can see in the rim area, the join between the two hoops.



The back of the sandwich mount also has a sealing ring determining that this is meant for a three-piece wheel — the two-piece front mount may also have a sealing ring but it also may have an alternative system of sealing.

Wheel centres

There are several types of these but the main ones are front or sandwich mount — on the left is a Compomotive Turbo rim, sandwich mount — note the sealing ring. On the left is an earlier version of the same type of wheel but this is for front mount.





Sealing split-rims

Modular wheels need sealing but how depends on their design — usually that's with a Nitrile-cooled sealing ring — like a big O-ring. As we've seen previously, this can be from front or back via a machined in groove to take the ring or, if that's not present then with a separate sealing ring, which itself carries an O-ring.



Split-rim bolts

Modular rims are bolted together with special 12.9 high-tensile bolts torqued to a spec determined by the manufacturer. They should be tightened like wheel nuts — in opposites.



This is the bolt face for a two-piece Compomotive rim that has a cast-in centre mount fitment and pre-drilled holes for bolt fixing.



SPLIT-RIMS: WHAT TO LOOK FOR

Apart from the usual kerbing damage, which can of course buckle a rim too, there are a few things to check on a modular wheel.

CENTRE CRACKS

These are especially prevalent on magnesium centres, which you're advised to have crack tested. Cracks are not necessarily caused by damage in service — although a stainless hoop can transmit damage through to the centres.

ARE THEY FORD FITMENT?

Don't necessarily assume they are Ford fitment because the seller says they are — hence the PCD check. There were other makes taking part in motorsport apart from Ford! When buying wheels, Neil either takes his PCD gauge or has taken a spare hub with studs.

ARE THEY MAGNESIUM?

A quick way of checking is placing a small amount of vinegar on the back of the wheel — if it fizzes, it's magnesium! A common misconception is there's a paint code for the centres — as in what's BBS' gold colour? Well there isn't one — it's a Chromating process, undertaken with chemicals and necessary because the centres will simply corrode and disintegrate in normal air. You can paint the centres but they need to be chromate-coated first otherwise the reaction will simply be going on beneath the paint!

FIVE OF NEIL'S FAVOURITES

BBS E50

The king of the mesh-style split-rim. Such a good-looking and wheel typically found on racing Capris of the period.



16 INCH COMPOMOTIVE TURBO

Even rarer than the much sought-after 13 inch version. Typically found on or near Thundersaloons back in the day.



BBS E76

Super rare. Normally VW fitment but discerning Ford owners in the late '70s could have ordered these in from Germany.



COMPOMOTIVE MT500

These and their very close sibling the MH600 look boss on any Mk3 Escort. The gem is the 16 inch Datapost split-rim.



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Original wheeltrims too brittle to reuse so steels stay naked.



Ade and Trace's Mk4 Escort

When we were looking for a clean Mk4 Escort for last issue's buyer's guide, there was only one couple we could turn to.

What's been done this month:

Refurbished and refitted the original steels and caps, numberplates, bought new rear tailgate decals

Next on the to-do list:

Hunt down a set of the correct-style wheel trims

Thanks to:

Custom Coatings
07817 393215
www.facebook.com/custom.coatings.7

DMB Graphics
07887 802726
www.dmb.uk.com

Titan Props
0141 4272871
www.titanprops.co.uk

When Simon asked if we still had the original wheels for my partner, Trace's Escort, and if I fancied shooting it for a buyer's guide in the mag, I knew this was just the excuse that was needed to sort out something special.

Skip back to the start of the story though, and let me introduce Mags, Trace's beloved Mk4 Escort which has been in her possession since her Gran passed away in 2000. This Escort has been part of the family since new, and served many years as a daily and then later as a summer fun car.

So we decided to revert the Escort back to original spec. The wheels were in a sorry state, I was on the verge of binning them many times over the years, but just as well I didn't. Even though they looked rotten to the core, Ade at Custom Coatings happily took on the job of refurbishing them. After extensively blasting and even grinding them, the 13 inch steels were sprayed with several layers of steel with bright silver powdercoat. The results are staggering, no way would I have expected anything like what was achieved to be possible!

Originally we had planned to refit the dealer-option wheel trims which Trace's Gran had on the car, but the brittle plastic had been ravaged by time, and they were beyond repair. A hunt for a similar set was undertaken, but with the steels looking so good it seemed a shame to cover them up, so instead I sourced a set of the correct-type centre caps in time for the shoot.

Next job was to sort the graphics. Ford may no longer supply the decals for '80s Fords, but thankfully DMB Graphics have a good replica of the Escort 1.3 Popular logo on file. So an original style silver one was ordered, and measured up for fitting with a handy photo of the bootlid from many years ago as reference.

Buyer's guides are usually shot at a neutral location. With this in mind a call to Glasgow-based Titan Props was made, and I had the Escort booked in for four hours of perfectly-lit limelight in their giant white cove. This day spent tucked away with one of my favourite cars in a cosy studio with good music and infinite tea on tap was bliss, and well worth the extra prep it took to get there.

With a lifetime of family ownership, it was quite right that Mags should get some special treatment!

"IT'S A REFRESHING NOVELTY TO SEE A MK4 ESCORT POP ON THE ROAD"

Back in the early 2000s Escorts like Trace's were a common sight, then the awkward years of being associated with bangers followed, to more recently where a Mk4 Escort Popular is quite a refreshing novelty to see on the road. Mags has even been susceptible to mods now and again. They might have all been reversible, but the likes of clear indicators, debadging and running RS2000 alloys just don't really suit this burgundy beauty any more.



Mags the Mk4 has been in Trace's family since new, and in her care for the last 16 years.



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Fiesta wiring

Q Do you know where I can get a complete kit car wiring loom to rewire my Mk1 Fiesta? I need to be able to run all the basics with two spare circuits for my clocks.

Matt Allen
Email

A We covered the fitting of the US-made Rebel loom kit by Northampton Motorsport to Terry Ross' Mk1 Cortina back in the October 2009 issue. There are different versions of the Rebel kit available but the 9+3 Circuit kit they do should be more than adequate for your needs — available from Langy's Rod Shop.

Installing a new loom into your car is a fairly involved task — the October 2009 issue is no longer available as a back issue, but you can download a PDF of the how-to feature from our website. Go to www.classicfordmag.co.uk and click on the Tech section.

The other alternatives are to have your existing loom modified by an auto electrician, or (more expensive) have a new one made from scratch by the likes of loom specialists such as Auto Sparks.



Need to rewire your Ford? An aftermarket kit-car loom is often cheaper than having a new one made.

Inspiration

Q I'm restoring a Anglia 105E that was featured in the Your Projects section last September. I'm spraying mine Spruce Green with an Ermine

Spruce Green with an Ermine White roof is a classic combo for Anglias, and the GT40-style side stripes really make this one stand out.

White roof. I am thinking of widening the original wheels, but I also want to make some retro touches, however I don't know what to do. Can you please make one like this in the Project Hunter section?

Bradley Portelli
Email

A Our ace illustrator, Simon Coulson, doesn't normally do this but we caught him on a good day, so here you go. He's heavily lowered it, fitted a bolt-in rear cage, while the retro touches on the outside are some banded steels and a GT40-esque custom stripe along the lower flanks. Best of luck with your project. Send us some more photos when it's done



Crossflow block ID

Q My brother, who lives in America, has a left-hand-drive Mk2 Cortina with a 1600 Crossflow with 711M6015CA cast into the block. Do you know what the CA means, and where the engine originates from? The head has four allen key blanks screwed into the four exhaust ports — it looks like they can be used for some kind of EGR (exhaust gas recirculation) system. From the little bit of information I could find, it seems the engine may have been assembled in Saarlouis.

Brendan Brosnan
Email

A Typically, Crossflows have either AA or BA cast into the side of the

block to denote the 1300 or taller 1600 engines, respectively. There's scant information about what the CA designation means, however, the 771M front-wheel-drive Fiesta block also has a CA casting. These were also assembled at Ford's Saarlouis plant in Germany, but there was no foundry here, so they may have been cast in Cologne, which the 'C' could well refer to.

One other idea is that these blocks were cast at the Dagenham plant alongside the rest of the Crossflow range, and the C was chosen to designate the block was meant for export.

If anyone has the definitive answer, please get in touch!



CA casting on this Crossflow block remains a mystery — for now.

Contacts

Auto Sparks
01159497211
www.autosparks.co.uk

Gaz Shocks
01268724585
www.gazshocks.com

GSEscorts
0151 4228333
<http://gsescorts.co.uk>

Langy's Rod Shop
07836244483
www.langysrodshop.co.uk

Milton
01233730959
www.miltonrace.co.uk

Northampton Motorsport
01604766624
www.northamptonmotorsport.com

Old Ford Auto Services
01344422731
www.oldfordautos.co.uk

Rally Design
01227792792
www.rallydesign.co.uk



RS option rims are cool, though not overly rare.

Mystery wheels

Q I have a set of alloys here, and I don't know anything about them or what they are worth. Could you shed some light on this?

William Henderson
Classic Ford on Facebook

A It's a poor photograph, but they look like the RS-option alloys available from Ford dealers back in the day for the Mk3 Fiesta range. Measure the diameter and width to check they are 6x13, and also check that they have the Ford PCD of 4x108 to confirm this (check out our wheel guide starting on page 82 to find out how to do this).

They are not a particularly rare wheel, though still fairly desirable. If they were in tip-top condition, these rims could be worth around £200 reckons Graeme Worthington of second-hand classic Ford parts specialist, GS Escorts.

Here to help!

Problem with your classic Ford? Email your query to classicford.ed@kelsey.co.uk or write to us at the address on page 5.



Want to fit a steering rack to your Anglia?
The different kits available dictate whether the engine needs to be moved back or not.

ANGLIA STEERING

Q Have you ever done a how to guide or article on how to fit Escort suspension and steering into a 105E Anglia? I want to upgrade to rack-and-pinion steering as it gives me a lot more options such as a quickrack, but want to do my research first as to what's involved. I'm aware that the engine has to be mounted 2 inches further back.

Jason Kemp
Australia

A Using Escort-based kit can be a cost-effective way of getting a steering rack on the front end of your Anglia, however there are some compromises, including the engine needing to be moved further back, as you've stated, which will mean bulkhead mods and losing the heater. Old Ford Auto Services can

supply the majority of the parts needed for the swap, including a modified Escort rack and crossmember, and modified track control arms.

A neater, less-compromised, but more expensive conversion is to use the Milton kit, which retains the standard crossmember (albeit modified to mount a steering rack on the rear), so the engine remains in the standard position. This kit uses Mk2 Cortina struts rather than Escort/Capri ones.

Whichever route you choose, the struts will be too long and the spring diameters too large, so you will need to convert them to adjustable platforms and 2.25 inch ID springs using an abutment kit. Both Old Ford Autos, Milton and GAZ can do this for you, or you can buy a DIY kit from the likes of Rally Design.

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On test: **IMPACT DRIVERS**

Sometimes only carefully directed force will do. Don't get mad with stubborn fittings, use an impact driver.

Photos Gerard Hughes



You get one chance before that old screw head crumbles and you're left to drill it out. Or do you reach for an impact driver and shock the fitting loose with a single blow? Knowing which is best can be down to (bitter) experience but there's no doubting the usefulness of having an impact driver in your toolkit. Especially when dismantling a project car.

Typical uses for an impact driver include seized brake drum securing screws and door hinge screws. But they have other uses. Fitted with a socket, it's possible to loosen bolts and nuts. Wiser enthusiasts know when a fitting will shear and use this to their advantage for removing items. An impact driver will create the force to snap such a lost cause easily. Here's how to buy one.

HOW WE TESTED

Replicating identically seized screws is all but impossible so we used an old axle casing. The cover plate bolts were tightened to 30 lb.ft using a torque wrench. Each driver was then tested using an independently supplied socket suitable for all the 1/2 inch drives.

Easy to hold

Being so close to hammer blows, your hand should be able to grip the driver body and clear the strike area.

Bits quality

The bits should be up to the job, so we expected them to show no signs of failure.

Direction changing

Is the driver easy to reverse action? Fiddling with gloves on can be frustrating.

What's included?

Additional value such as a selection of screw bits and a decent carry case can be worth paying for.



Contact: 0115 9565555, www.machinemart.co.uk

CLARKE SEVEN-PIECE IMPACT DRIVER SET

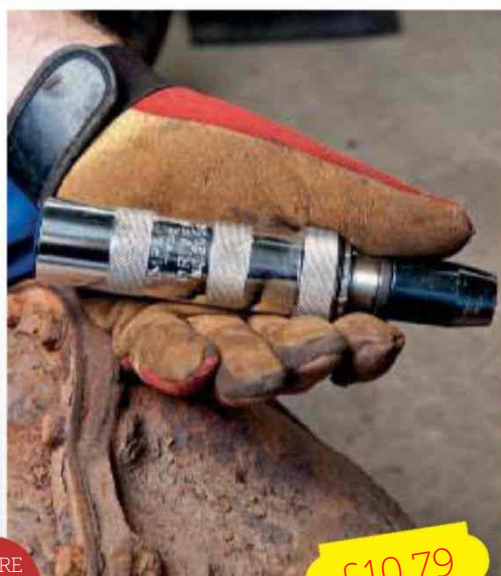
No-frills kits, but the strike area isn't chamfered. The kit includes a useful 3/8 inch adaptor. Loosened the test bolt in two blows.

We like:

- ▲ Keenly priced, no frills set.
- ▲ Reversible action easy to use.
- ▲ 3/8 inch adaptor included

Also worth considering:

- ▼ Only four bits supplied.
- ▼ No chamfer on strike area.



SCORE
7/10

£10.79



Contact: 02380 494333, www.drapertools.com

DRAPER SIX-PIECE IMPACT DRIVER SET

Moody looking in purposeful black, the Draper 1/2 inch drive item is otherwise very similar in style to the previous two, albeit with a non-chrome finish. Performed well, taking two blows to loosen the test bolt. Strike head is non-chamfered and showed signs of the black finish being removed with a couple of blows. Screwdriver bits are substantial and tougher than the Clarke kit.

We like:

- ▲ Good quality traditional driver.
- ▲ Chemical black finish less slippery than chrome.
- ▲ Easy reversible direction action.
- ▲ Additional clip in tool case.
- ▲ Good bits quality.

Also worth considering:

- ▼ Only four bits included.
- ▼ Black finish likely to come off strike area.



£15.48



SCORE
7/10



DRAPER EXPERT 12-PIECE IMPACT DRIVER SET

Draper's Expert quality driver takes the traditional version and updates it. Key feature is the impact absorbing hand grip to increase user comfort with regular and sustained use. It works too, making the driver more comfortable to hold onto when the hammer blows strike. The 1/2 inch drive is reversible and works well. The comprehensive selection of 12 bits should cover most situations. As with all the drivers tested, we removed the bit holder and fitted an impact socket (not included) for the controlled part of our test. Loosened our test bolt with two blows.

We like:

- ▲ Good quality feel in use.
- ▲ Impact grip makes a difference.
- ▲ Decent selection of bits.
- ▲ Reversible action works easily.

Also worth considering:

- ▼ Torx bits superfluous for your classic?



SCORE
8/10



£17.94



Contact: 02380 494333
www.drapertools.com

LASER 15-PIECE IMPACT DRIVER SET

Laser's version features an impact absorbing grip similar to its Draper rival and performs equally as well. In fact, telling them apart is all but impossible in short term use. 1/2 inch drive was easy to reverse and the selection of bits is likely to suit older vehicles. The plastic case keeps the set tidy and is less likely to distort should you drop it compared to a metal case.

We like:

- ▲ Good quality on offer.
- ▲ Energy-absorbing grip makes a difference.
- ▲ Good selection of bits.
- ▲ Plastic case keeps the set tidy.

Also worth considering:

- ▼ Price compared to the Draper unit.



£33.86



SCORE
8/10



Contact: 01926 815000
www.lasertools.co.uk

Contact: 01284 757500, www.sealey.co.uk

SEALEY 15-PIECE IMPACT DRIVER SET

Sealey's traditional driver may lack an energy-absorbing grip but it's still a good quality kit, featuring a decent selection of bits. Performance is on a par with all the previous drivers. Good quality bits offered as a useful selection. 1/2 inch drive with reversible action worked well. Chamfered strike area preferred for regular use. Well-packaged with anti-rattle ring (could it be an energy-absorbing ring, too?). Took two hammer blows to free off the test bolt.

We like:

- ▲ Good quality kit.
- ▲ Useful selection of chrome vanadium bits.
- ▲ Chamfered strike area.
- ▲ Anti-rattle packaging in case.

Also worth considering:

- ▼ Price compared to use it might receive.
- ▼ No energy-absorbing grip.

SCORE
8/10



£31.14



Contact: 0115 956555, www.machinemart.co.uk

CLARKE 15-PIECE IMPACT SET

It may be a traditional driver cloaked in a big red rubber handle, but it works very well, inspiring user confidence. The chamfered strike area is easy to target being in the middle of the knuckle-protecting rubber grip end. 1/2 inch drive with reverse action proved fine in use. Bit quality is good with a useful selection offered for classic enthusiasts. Loosened our 30 lb.ft test bolt after two blows, so on a par with all the drivers tested. Excellent value.

We like:

- ▲ Knuckle-saving grip inspires confidence.
- ▲ Grip is energy-absorbing, too.
- ▲ Good quality for the money.
- ▲ Good selection of bits.
- ▲ Chamfered strike area.

Also worth considering:

- ▼ Larger size than most of the others on test.

SCORE
9/10



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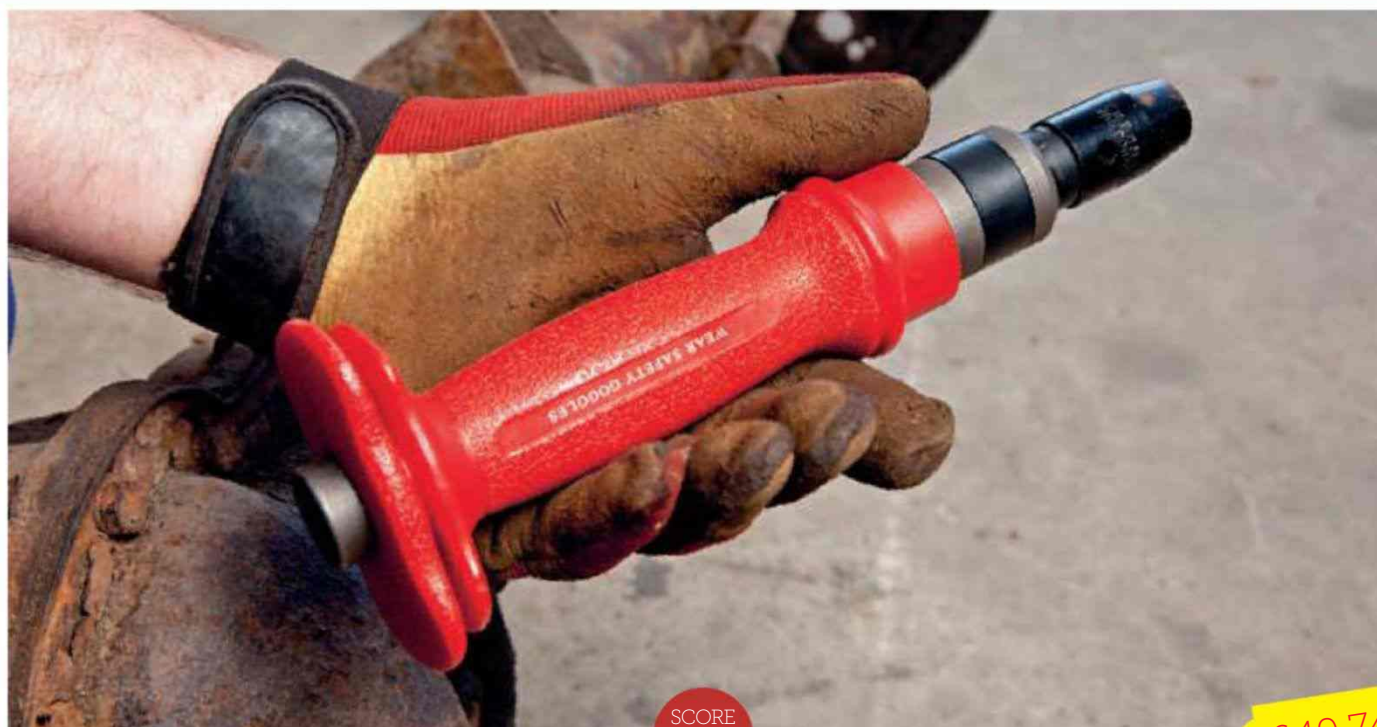
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SCORE
9/10

£40.74

SEALEY 10-PIECE IMPACT DRIVER SET

The most expensive on test but the best in use. This was due to its confidence-inspiring design because it performed the same as all the others — two blows to loosen the test bolt. It has a longer body than the others which was a blessing on test, but may prove too bulky in confined spaces where hammer blows are more difficult to create. The two knuckle-saving flaps deflect hammer slips away and take the momentum out of the misses, which could be useful for limiting damage to nearby components. A very considered purchase for occasional use due to its price, but could justify itself if used for cracking tight nuts and bolts in areas where a torque wrench can't be used.

We like:

- ▲ Good design inspires confidence.
- ▲ Excellent hand protection.
- ▲ Energy-absorbing handle.
- ▲ 1/2 inch drive and reverse action work well.
- ▲ Extended bits useful for access.

Also worth considering:

- ▼ Larger size may hinder its use.



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EASTERN BLOCK

Purists look away, this drift-spec Escort is mad, bad and powered by a decidedly un-European engine.

Words Jamie Arkle **Photos** Adrian Brannan



We're going to come right out and say it, the Escort you see here won't appeal to everyone. It isn't the kind of car for those with a firm and unwavering belief that Ford knew best when it came to the Escort, and that fitting any engine other than one that was designed, cast and assembled in a Ford plant borders on the sacrilegious. That said, for those amongst you that are willing to leave any preconceptions about Fords and their 'correct' powerplants at the door, well then you might just find yourself agreeing with us when we say that this Escort may just be one of the wildest anywhere in the world today. It's about as far as it's possible to take a Mk2 without physically dropping a shell onto the running gear of another car. It's so powerful it borders on the frankly ludicrous, and the amount of work and engineering nous that it represents is simply staggering. Sound like your kind of thing? Good, then we'll begin.

Alien too

The thing that makes this car so special, so controversial (for some) and so mind-meltingly powerful is its engine, specifically the 2JZ six-pot that now (just about) lurks within the confines of its engine bay.

"It's an engine that I knew would be ideally suited for the car and its use - drifting," explains owner Bernie Rooney. "The shell itself actually has a bit of history; it won the Roger Albert Clark Rally back in 1997 with a BDA but was subsequently deemed ineligible for further use thanks to it being a four-door. They would've had to have swapped it for a Warrior Pinto, as these were homologated for use in four-doors down in South Africa, but in the end the owner opted to swap the running gear into a two-door instead."

That's how the car came into Bernie's ownership and, for those of you with good memories, how we first covered it in our Grafters feature early last year. Most of the key

components were already in place at the time; the bulkhead had been cut back in order to accommodate an extra pair of cylinders, the transmission tunnel could've passed for Cheddar Gorge in terms of both width and depth, and the 9 inch Mustang differential and four-link rear end were coming together nicely.

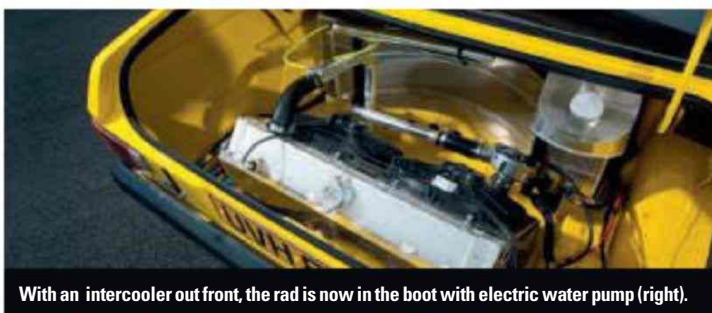
The engine even boasted a fully-forged bottom end, a pair of custom camshafts, and the 4 inch downpipes and turbo had been securely routed, so in terms of looks alone it appeared about ready to fire up and go, but this was far from the case.

"One of the most frustrating aspects of this project has been the amount of time I've spent waiting for parts and people to come up and do their bit," Bernie explains. "Some of the fabrication and fitting side of things I could handle myself, but I needed help with the more specialist tasks like reconstructing the bulkhead and the wiring."





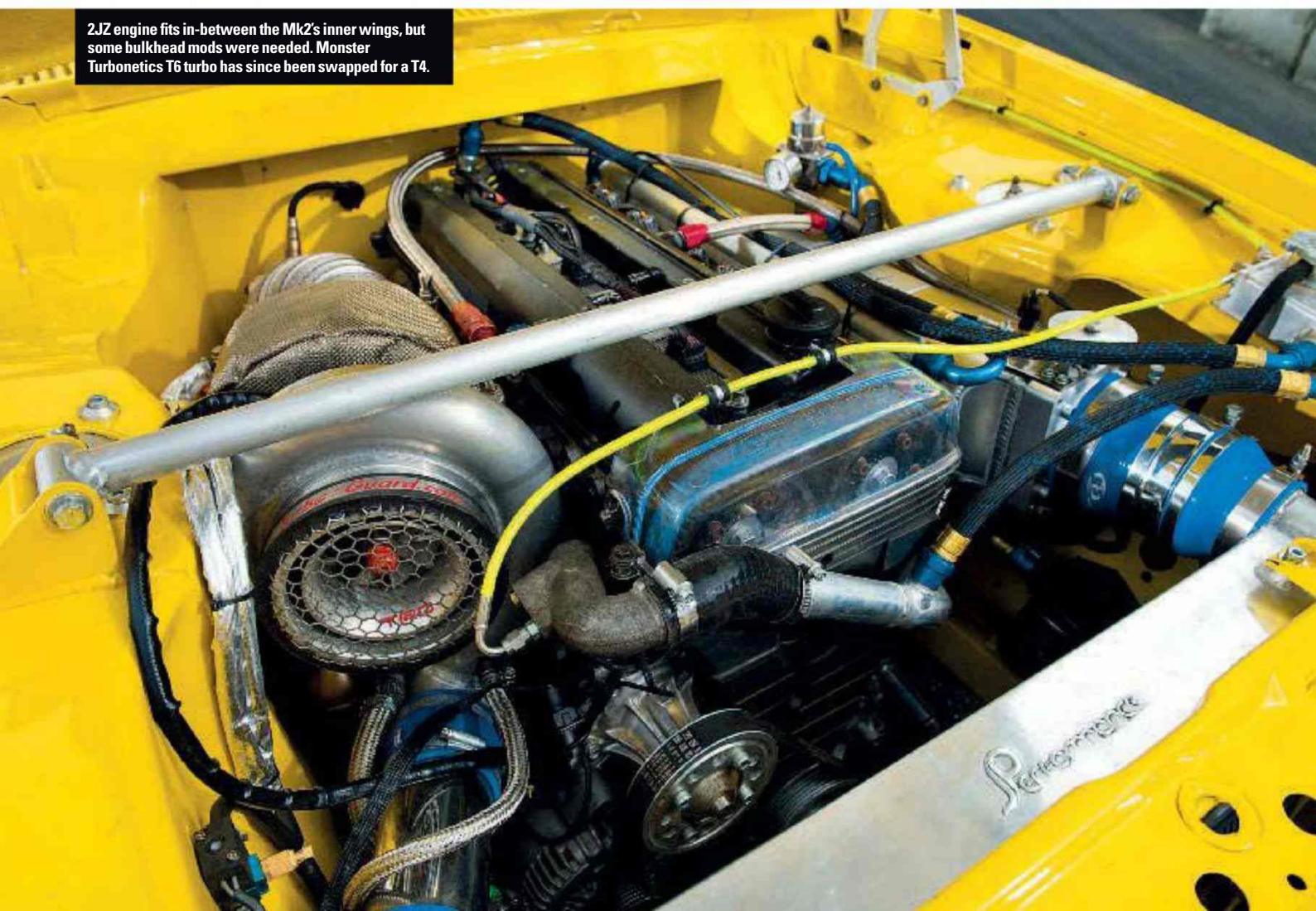
Even for a drift car the interior is pretty basic. Standard Mk2 clocks now replaced by a single, digital dash (right).



With an intercooler out front, the rad is now in the boot with electric water pump (right).



2JZ engine fits in-between the Mk2's inner wings, but some bulkhead mods were needed. Monster Turbonetics T6 turbo has since been swapped for a T4.





"I DECIDED TO CONVERT THE ESCORT FROM RIGHT TO LEFT-HAND-DRIVE, AS RE-ROUTING THE EXHAUST DOWNPIPES WOULD HAVE BEEN A FAR TRICKIER PROSPECT"

Bernie's original contact for the loom proved so temperamental that he eventually gave up and asked Martin of AMK Garage (a Supra specialist) to tackle it, and the custom loom that now snakes its way around the Escort proves that he made the correct call. An EMU ECU (a Polish firm with something of a reputation within that country's burgeoning drift scene) ensures that the Supra bits work with the Dagenham parts, while a Race Logic Dash 2 data system helps Bernie to keep a beady eye on how everything is performing from behind the deep dish, three-spoke wheel.

Fitting in

One of the most interesting things about Bernie's choice of engine is how simple the whole installation process seems to have been. Granted, he did have to cut out a great deal of metal and have some custom mounts made up, but all in all the Escort seemed quite willing to swallow the big Toyota lump.

"Routing the manifold and downpipe was a bit of a fiddle, as the amount of heat they collectively generated made the drivers' side of the car very uncomfortable, and in the end I was forced to convert from right to left-hand-drive as re-routing the downpipes would've been a far trickier prospect. The conversion wasn't too hard, I just moved the floor-mounted pedal box and ordered a new steering column from Rally Design."

Bernie was running a factory Supra six-speed when we first featured this car, a Getrag unit that, while tough enough, wasn't best suited to the Mk2 and its motorsport bias. This has since been swapped for a something a whole lot trickier, a

Tractive six-speed sequential with a bellhousing conversion plate to mate it to the 2JZ. At the other end you'll find a two-piece propshaft and the Mustang diff with Strange halfshafts that are rated at 1000 bhp and look thick as tree branches. The two-piece prop is actually a relatively recent addition to the Escort's spec, with the one-piece item that preceded it having been ditched as a matter of urgency when it began to vibrate alarmingly.

"I'd taken the car to Andrew Gallacher for a mapping session, and all appeared to be going well until the prop began to judder and vibrate while in fourth gear," recalls Bernie with a grimace. "It wasn't worth risking the car or the dyno by carrying on, so we took it off and I ordered a new prop the next day."

Base camp

This, combined with the aforementioned wiring setbacks, meant that the Escort only recently fired into life, and even then it was only running a base map. It still made 550 bhp and 670 lb.ft of torque though (and bare in mind those figures were recorded with the car limited to third gear), with a huge amount more on tap as and when Bernie feels ready. An eventual figure of 650 bhp has been mooted, more than enough in such a lightweight car.

"I've only driven it properly a couple of times but even that's been enough to reveal a few things; that it grips well — almost too well if I'm honest — and that the original turbo, a massive great T6, was just too big and too laggy. I've since swapped it for a smaller T4 with a Quick Spool Valve."



WHAT'S A QUICK SPOOL VALVE?

The T6 turbo originally on Bernie's car was a real monster, rated at well over 1200 bhp and capable of sucking in air and near enough anything else you care to mention. The downside to this size was lag, and lots of it. This isn't exactly a new problem, but it did need solving. Various anti-lag systems were mooted before Bernie settled on the Quick Spool Valve (QSV). Developed specifically for those 2JZ owners seeking to replace their twin-scroll turbos for a larger unit without sacrificing drivability, the QSV features a butterfly valve design that can close over a scroll of the divided turbo housing. With the turbo partially restricted, all exhaust energy is directly routed through half the turbine housing, halving the turbine A/R (area/radius) and fundamentally altering the unit's spooling characteristics. The upshot of this is that a big, laggy turbo can be made to act in a manner normally reserved for small, fast spooling one, with all the inherent power benefits retained.



"THE NEW TURBO AND QUICK SPOOL VALVE HAVE MASSIVELY ALTERED THE WAY THE ESCORT DRIVES"

You can read about the specifics of this in the panel below, but for now we'll simply say that it has made a marked difference to the Escort, cutting down lag and allowing Bernie to actually use all of his 550 bhp. The change of turbo and addition of the Quick Spool Valve (see boxout, page 101) have fundamentally altered the way the Escort drives, leaving it far better suited to the tight, technical tracks that make up the vast majority of British drift venues.

Looking forward

2016 really is the year for this car as far as Bernie's concerned. The last three have been spent putting it together, battling setbacks and getting his head round the complexities of the task, and now, finally, he's in a position to enjoy the fruits of his labours. Another session on AG Motorsport's rollers has already been booked in, and Bernie's hopeful that this will yield a hefty increase in power and torque, ideally enough to see him comfortably through the 600 bhp barrier. Purists? Well, their loss is our gain. **CF**



Alloy Group 4 arches cover those 8x15 Minilite rims.



Hang on in there: Bernie reckons the Escort is a little too grippy at the moment, though from this angle it looks pretty slippery to us.

Tech Spec

Body

1978 Mk2 Escort four-door, alloy Motorsport Tools arches, carbon-Kevlar roof panel, fibreglass bonnet and boot, bonnet clips, plexiglass windows. **Paint:** Ford Signal Yellow with black side stripes

Engine

Toyota 2JZ I6 with Evo con-rods, forged Wiseco pistons, forged crank, ARP fixings, custom profile cams with uprated valve train, Turbonetics T4 turbo with Tial external wastegate and Quick Spool Valve, tubular exhaust manifold and custom stainless exhaust system from Elite Custom Exhausts, aftermarket inlet plenum, large alloy front mounted intercooler, uprated Aeromotive fuel system with Bosh fuel pump and braided lines, custom engine mounts and modified bulkhead, Mojo coil pack, remapped EMU ECU

Transmission

Tractive six-speed sequential with twin-paddle clutch and bellhousing conversion plate, custom two-piece propshaft, Ford Mustang 9 inch axle with locked differential and Strange halfshafts

Suspension

Front: Bilstein coil-overs, Rose-jointed TCAs, compression struts and quickrack, polybushes, adjustable top mounts, strut-brace, aftermarket ARBs

Rear: Bilstein coil-overs, four-link set-up, Rose jointed lower arms, polybushes, aftermarket ARB

Brakes

Front: Wilwood four-pot callipers and 310 mm discs, high friction pads, braided lines

Rear: Wilwood four-pot callipers, 260 mm discs, high friction pads, braided lines

Wheels and Tyres

8x15 inch Minilites with 205x15 (front) and 225x15 (rear) Dunlop tyres

Interior

Race Logic Dash 2 dash with Geartronic flat shift, OMP deep-dish wheel, bucket seats with multi-point harnesses and harness bar, Safety Devices welded in multi-point roll cage, carbon door cards, rear mounted radiator and fuel system, fire suppression systems, remote cut-offs for fuel and battery

Thanks

Exhaust fabricated By Elite Custom Exhaust, Ayr (01292 290055), Engine work and Tractive installation by Martin at AMK Auto Centre, West Calder (01506 871388), Mapping and brake and fuel lines by Andrew at AG Motorsport, Kilmarlock (01563 537 145), and metal fabrication by Scott at McMin Motorsport, Kilmarlock (07799 403493)
Classic Ford thanks: Driftland for the photoshoot location (07970 601858, www.driftlanduk.com)

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Up, up and away: Glenn Borg's 8-second Belula Escort runs a V8.

Malta Drag Racing Association Event

Fed up with winter? Head over to Malta where the racing carries on regardless at Hal Far's infamous drag strip.

An adrenaline-packed weekend was on the cards for the MDRA November Event and for the final event of the year the Maltese had two Brits for company in the shape of Kev Jenkins (2014 and 2015 OSFDC champion) and Andy Harris.

With Kev hoping to beat his previous Personal Best (PB) of 8.54 seconds and Andy hoping to break into the 10s they had it all to work for with a stand packed full of fellow Brits this was the perfect time to do it! Friday was a practise day which fed in to qualifying later on. Kev lined up early on in the day to get his first run on Maltese soil since 2009 as he left the line the car launched over towards the barrier, but he kept his foot in as the car wiggled its rear end all the way up the track crossing the line at 155 mph with an 8.62 — just a whisker away from that new PB!

Andy Harris just kept getting teased by that elusive 10 throughout Friday with endless 11.1 second runs as they tweaked away in the pits with the help of the Maltese to try all they could to

break the barrier, trying different launch techniques on each pass but to no avail.

As the day became night we were gifted with an amazing race — Kev Jenkins lined up against Blaster — a Mk1 Escort running a Pinto turbo that had been in to the low 8s previously! As they lined up both screaming on launch control the hole shot from Kev was instantly recognisable as he pulled a 0.01 reaction to a 0.4 from Blaster. Both cars launched like missiles down the track skating away on the cold surface but it was all too much for Blaster who got out of the throttle after coming close to the centre line mid track, with Kev taking the win running an 8.63.

When Saturday comes

Saturday came and this was the day to finish the rest of qualifying then on to eliminations although it didn't work out that way. Malta is naturally a very dusty island and with high crosswinds and this caused a lot of dust to blow across the track and settle on the sticky surface, which caused massive



delays to the racing as the track just wasn't safe for the cars to race on. We got underway around 1 pm once the track officials were happy with the track but disaster struck when Martin Scerri lined up with the infamous No Mercy Mk1 Escort — the run was going well until he got towards the end of the track when the car started sliding towards the centre, instantly snatched the other way and hit the concrete guardrail almost head on. This broke the front suspension and made Martin a passenger as the car cut back across and hitting the opposite guardrail, before bouncing to a halt. Martin emerged unhurt, but the same can't be said for the No Mercy Escort.

Racing was cancelled for the day and qualifying would resume Sunday, but Eliminations would be delayed by two weeks, which for the Brits meant they would have to fly back out to finish what they started! There was some good news: Sunday morning brought a new PB for Kev, and as he took off the line the car was lifting the wheels, crossing the line in 8.45 seconds at a staggering 158 mph!



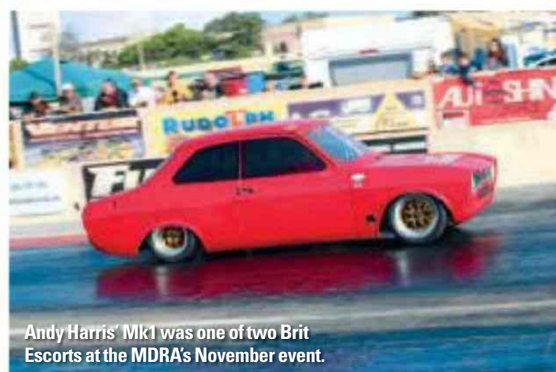
Licence to thrill.



Kev Jenkins set a new PB at Hal Far with an 8.54-second pass.



Pro Street-style P100 is unusual for Malta.



Andy Harris' Mk1 was one of two Brit Escorts at the MDRA's November event.



Andy Harris lined up in the evening, nailing the run spot on, but again crossed the line with an 11.1-second pass.

Fast forward two weeks and the racing continued. Kev was trying out some new slicks this weekend that were slightly taller and wider, and after some last minute adjustments at the track with help from Eddie Muscat (Ladmu Chassis) cutting away the arches to accommodate these larger slicks it just didn't come together, the car became unsettled and wasn't acting like it normally did. This meant Kev was eliminated from both classes he was entered in.

Sadly, the Brits didn't bring home any silverware — this time!

Front-mount intercooler and bonnet scoop reveal this Mk3 Cortina is far from stock.



CONTACT
Malta Drag
Racing Association
www.maltadragracing.com



Mark Saunders' hardcore Cossie races in the British Army Motorsports Association series.

AUTOSPORT INTERNATIONAL 2016

Birmingham's NEC was the place to be in January, with a strong line-up of classic Fords, parts specialists and tuners.

Words and Photos Stephen Colbran, Simon Woolley

From stock cars to Formula 1, ASI has a drop of everything from the world of motorsport, so you're guaranteed to find plenty of classic Ford treasure to cure those winter withdrawal symptoms. The 26th running was no exception, with stunning Group 4 Mk2 Escorts stealing the limelight from their modern-day contenders, more classic Ford specialists than you could shake a shaky stick at, and some real stand-out cars in the exclusive Coys auction.

For many, this show is about getting up close to cars only seen from behind a fence or TV screen, so the full line-up 2015 Formula 1 cars was popular. The Williams Formula 1 display with Nigel Mansell's '86 car was far more of a treat for us, then it was over to Silverstone Classics' line-up of Cosworth DFV-engined monsters before checking out the Ford RS Owners' Club stand. Brian Betteridge's original RS1700T made a welcome return, sitting beside its RS200 successor and an equally immaculate Escort RS1800.

Nearby we found Ray Gimbert's insane Anglia spaceframer, complete with big-power YB engine, trick Ohlins suspension and £157,500 price tag. For that you could have also bought an ex-works Escort and had change to boot. Once driven by WRC champion Bjorn Waldegard, and now fully restored, it was estimated to make £90,000-110,000, but didn't sell. Another auction highlight was a Gulf-livered GT40 recreation, which reached a credible £78,000 thanks to its authentic looks and proper Ford V8 motor in the back. 2016 marks 50 years since the GT40's famous 1-2-3 finish at Le Mans, so the sale tied-in nicely with a showing of the new GT model that Ford plans to race in the LM GTE Pro class this year.

Elsewhere we spotted a seriously mean looking Sierra Cosworth, campaigned by Mark Saunders to great success in the British Army Motorsports Association series, and Marc Donnelly's brilliant Time Attack Mk3 Escort. By far the busiest stand belonged to Northern

Ireland's DEN Motorsport, however, where the team proudly talked us through their latest Tarmac rally Mk2 Escort builds. We hope to show you more on those soon.

All in, it was another excellent event to collect up ideas and parts ahead of the main show season and, unless you accidentally spent the kids' inheritance, one for the whole family to enjoy. We'll definitely be back for 2017.

CONTACT

Autosport International
www.autosportinternational.com





Stunning RS1800 was one of the stars on the RS Owners' Club stand.



Kent Cams had this 2-litre BDG on their stand. Built by Geoff Richardson, it produces a claimed 300 hp at a heady 9000 rpm. We'd love to hear it running.



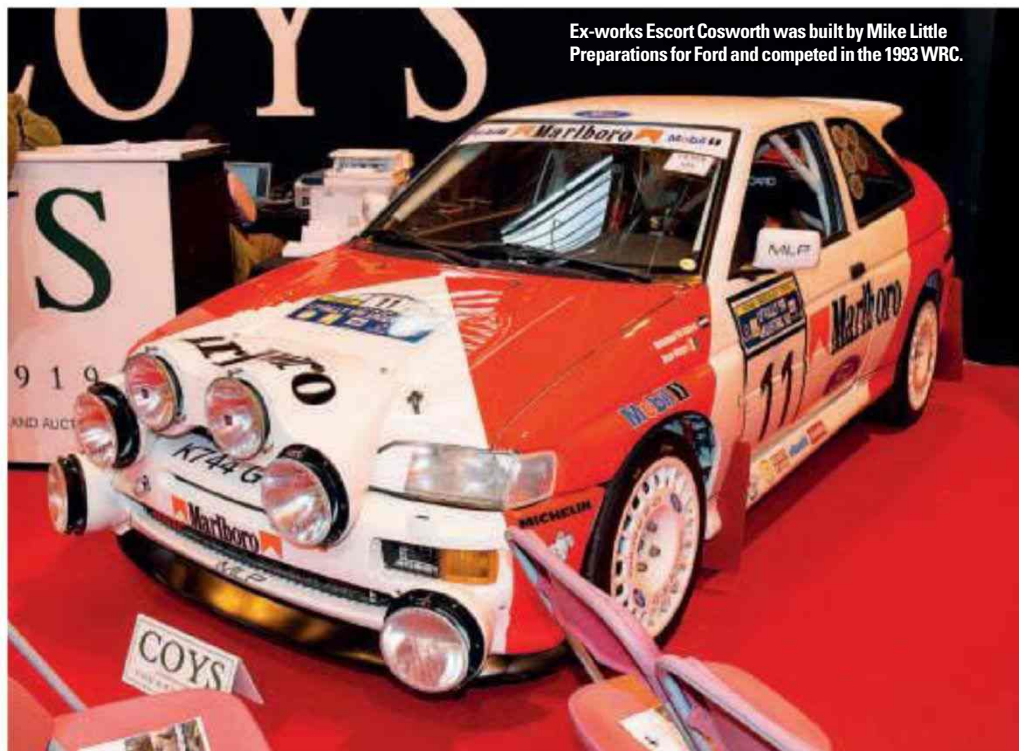
Oval-track Sierra runs extreme camber on passenger side.



Off-road Mustang straight out of Mad Max game.



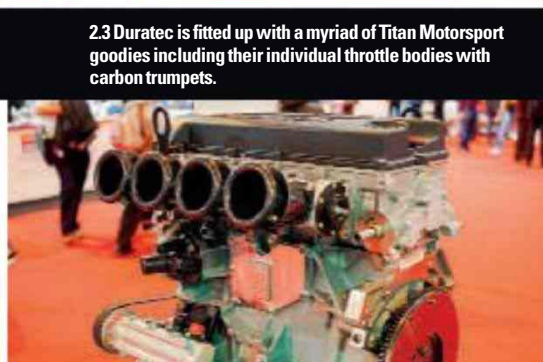
Mk2 Zephyr has competed in Pirelli Classic Marathons.



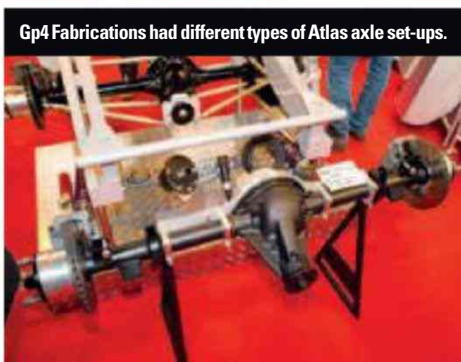
Ex-works Escort Cosworth was built by Mike Little Preparations for Ford and competed in the 1993 WRC.

Frank's wild year

"Two-thirds of the shell was rebuilt after I rolled her on the Laois Heartlands Rally last June," says County Tyrone's Frank Kelly, a Tarmac rallying star known for driving extremely quickly and extremely sideways. "We managed to save the car, and it still runs a 350 bhp 2.5-litre Millington Diamond engine, but now we've gone with a Samsonas six-speed rally 'box. The car was just finished in time for Autosport; it should hold its own again in 2016 against more modern cars, even some WRC-level stuff." Now that's something to look forward to!



2.3 Duratec is fitted up with a myriad of Titan Motorsport goodies including their individual throttle bodies with carbon trumpets.



Gp4 Fabrications had different types of Atlas axle set-ups.



MOTORSPORT

CLASSIC FORDS FLAT-OUT ON THE STAGE, STREET AND TRACK



Sectioned RS Turbo engine a rare find.

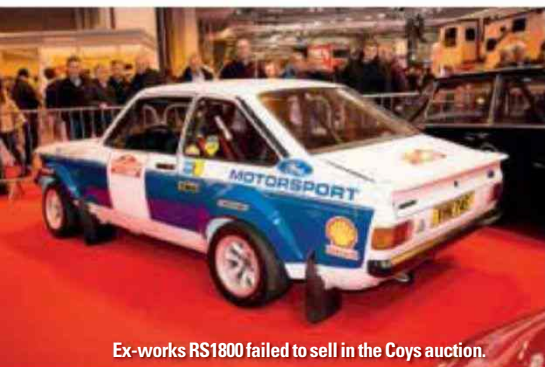
GT40 recreation made £78,000 in the Coys sale.



New Ford GT is all set for Le Mans.



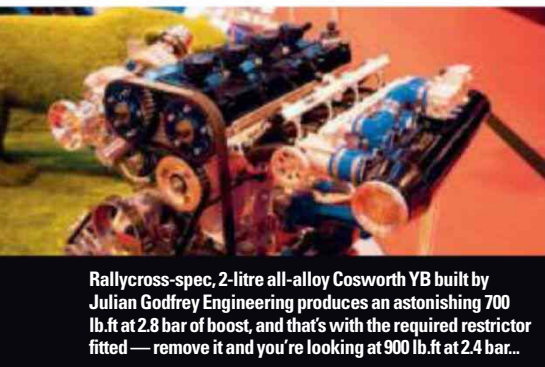
Very cool, sit-up-and-beg Anglia-based custom pick-up complete with 'bike front' tyres was star attraction on the Nankang stand.



Ex-works RS1800 failed to sell in the Coys auction.



Brian Betteridge's Escort RS1700T still knocks us for six.



Rallycross-spec, 2-litre all-alloy Cosworth YB built by Julian Godfrey Engineering produces an astonishing 700 lb.ft at 2.8 bar of boost, and that's with the required restrictor fitted — remove it and you're looking at 900 lb.ft at 2.4 bar...



Cosworth DFV motor surely is a sight for sore eyes.



Brake late: Ari Vatanen gives seal of approval to RS1700T.



Ray Gimbert's spaceframe Anglia could be yours.





THE ULTIMATE MOTORING EVENTS CALENDAR

2016 SHOW DATES

JAPFEST - 24TH APRIL - SILVERSTONE - JAPFEST.CO.UK
CLASSIC FORD SHOW - 5TH JUNE - SANTA POD - CLASSICFORDSHOW.CO.UK
PV SHOW - 12TH JUNE - SANTA POD - PVSHOW.CO.UK
JAPFEST 2 - 26TH JUNE - ROCKINGHAM - JAPFEST2.CO.UK
MINI WORLD LIVE - 10TH JULY - ROCKINGHAM - MINIWORLDLIVE.CO.UK
FORD FAIR - 7TH AUGUST - SILVERSTONE - FORDFAIR.CO.UK
MINI IN THE PARK - 14TH AUGUST - SANTA POD - MINISHOW.CO.UK
TRAX - 25TH SEPTEMBER - SILVERSTONE - TRAXSHOWS.CO.UK
FORDFEST - 18TH SEPTEMBER - SANTA POD - FORDFESTSHOW.CO.UK

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SANDOWN PARK - THEINTERNATIONALFORDSHOW.COM
FORD SUMMER FESTIVAL & RUN - 16TH JULY
BRIGHTON RACECOURSE - FORDSUMMERFESTIVAL.CO.UK
THE FAST CAR FESTIVAL - 30TH TO 31ST JULY
DONINGTON PARK - THEFASTCARFESTIVAL.CO.UK
JAPFEST MOTORSPORT HEROES - 11TH SEPTEMBER
HOP FARM, KENT - JAPFESTMOTORSPORTHEROES.CO.UK

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FordFest

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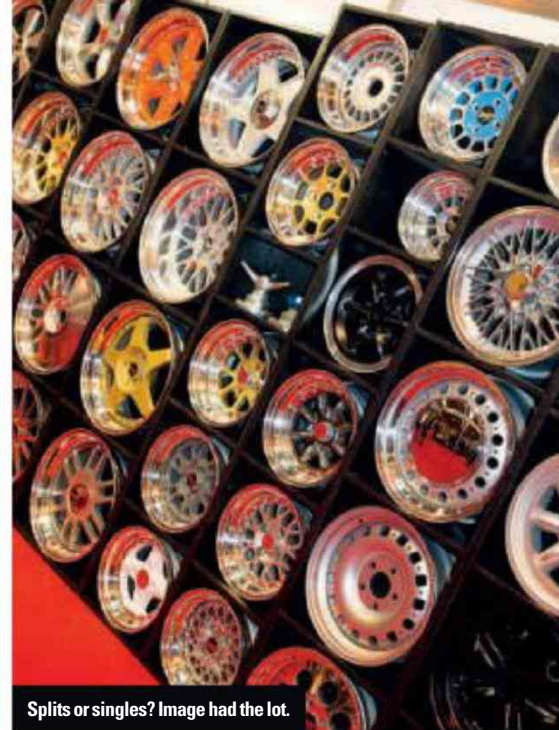
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Splits or singles? Image had the lot.

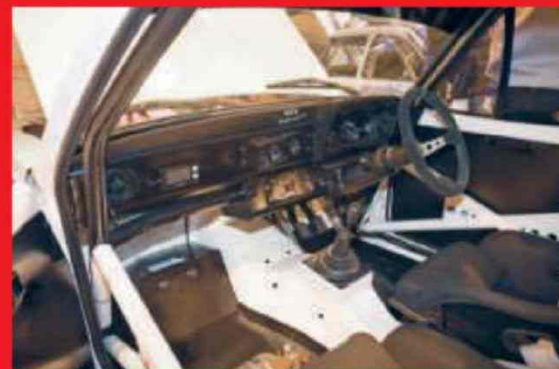
Model RS1800s: how do you prefer yours?



Freshly-built Mk2 runs a full-house XE motor.



2-litre BDG for this Historic-spec build.



Holbay/Warrior 16-valve Pinto lives in Mk1 Escort race car.



John Reddington's Escort is powered by Millington.

Dragon's DEN

Led by ex-rally driver Barry McKenna, DEN Motorsport was back at ASI to showcase its Mk2 Escort Tarmac rally weapons. Three cars graced the stand this year — a historic-spec Mk2 running a highly-tuned BDG, Ross Marshall's XE-powered beast and John Reddington's Rothmans-inspired stunner. The latter two were fresh builds for the show, taking just eight weeks each. John's car is one of the highest-spec builds DEN Motorsport has completed to date, with a big-bhp Millington engine, innovative column change for its sequential 'box and Reiger coil-overs.

Time Attack Mk3 Escort is run by Mark Donnelly.



Oval-track Escort really needs some numberplates...



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BUYER'S GUIDE

ESCORT COSWORTH

Production may have stopped 20 years ago, yet the Escort Cossie is still one of Ford's most iconic models.

Words Christian Tilbury **Photos** Chris Frosin

Born out of Ford's desire to build a light, four-wheel drive rally car that would trounce Lancia's Integrale, the Escort RS Cosworth scorched into the showrooms in 1992.

Codenamed ACE14, the latest Cosworth utilised a much-modified three-door Escort body shell dropped over a shortened Sierra RS Cosworth 4x4 floorpan. Fifty per cent of the shell was all new, Ford turning to Karmann to stitch the Cosworth's metalwork together and complete the finished car.

Homologation of 2500 production cars was reached on January 1, 1993, and those who had stumped up the thick end of £22,000 for the ultimate Escort RS weren't disappointed.

Although a tractable, versatile road car, there was no mistaking

the true intentions of the Escort. Its YBT motor featured a hybrid Garrett T03/T04B turbocharger that in truth was too large for road use, while there was also a striking whaletail rear spoiler that was necessary for ultimate stability at motorsport speeds.

The car's exceptional driving dynamics were boosted by the Pirelli P Zero-shod 8x16 inch alloys, while the Escort's refinement was enhanced with the availability of the Luxury version in addition to the motorsport-biased Standard model. For their extra £2000 or so, Luxury buyers enjoyed such comforts as electric windows, top-end audio equipment, and a sunroof, although covering the Recaros in leather was still a £481 option.

Representing sound value, there was initially a waiting list,

but by the end of 1992 and long before the second-generation model arrived in June 1994, the rush was all over.

With its more flexible YBP engine featuring a 60 per cent smaller turbocharger, Ford's EEC-IV electronics and there even being the potential to delete the rear wing, the Mk2 version was a more civilised drive than the original, yet it was too late to stop Ford pulling the plug.

With homologation targets achieved, there was no real need for the RS and Ford cited emission regulations as the reason for the Escort RS Cosworth's demise in January 1996.

Twenty years on, there's no denying the Escort RS Cosworth's place in Ford's history is as important as even the earliest of its RS predecessors.



THE OWNER

Simon Holland

Simon bought this 5000-miles from new Escort just before Christmas, sourcing the Imperial Blue example to complement the rest of the stock offered by his family's award-winning car sales business, John Holland. The last owner cherished the Escort for 12 years and the stunning 1996 Luxury model has certainly struck a chord with Simon. "You open the door and it smells brand new," he says. "We've never had a car that has created so much interest and while we bought it to sell on, it'll be sad to see it go as we'll never see another like it!"

www.johnhollandsales.co.uk

"IT WAS BORN OUT OF FORD'S DESIRE FOR A LIGHT, FOUR-WHEEL-DRIVE RALLY CAR THAT WOULD TROUNCE LANCIA'S INTEGRALE"



BODYWORK

Floorpan, sills, bulkhead, inner wings and strut top area, rear chassis rails and the battery tray are notorious rust spots. Also check the edges of the unique wings, bonnet, tailgate and doors, while visible corrosion is particularly likely around the filler cap. Past accident damage is easier to spot than on other Cosworths as righting the unique shell isn't the easiest, but even if it looks straight then still check out the front chassis rails and rear floor for any signs of creasing. Front splitter is vulnerable to scrapes and watch for heat damage to the rear bumper around the exhaust cut-out.



ELECTRICS

Burnt-out tracks, dry joints and water ingress in the normal Mk5 Escort fusebox are the common causes of most electrical problems. The fuel pump is also a basic Ford part and marginal even in best health, so consider it essential to get its efficiency checked after purchase. Rough running can be caused by water seeping through the bonnet vents and damaging the exposed multiplugs. Check for deterioration of the instrument dials and digital clock. Stock indicator lenses are unavailable new.



INTERIOR

Optional leather can crack with age while the Hexagon cloth trim is prone to staining — both styles of Recaros also tending to show the most signs of wear on the driver's seat side bolster. Plastics are

durable, although the gearlever gaiter is often worn. The later small turbo cars have an airbag-equipped steering wheel, so be wary of any tampering or complete replacement.

BRAKES

ABS is usually costly and time consuming to fix, although in some lucky instances the fault can be rectified with the simple cleaning or replacement of a sensor. Warped front discs are the most likely issue, the usual symptoms being a juddering through the steering wheel under braking and a vibration at circa 60 mph. Seldom used cars can suffer from sticky or seized rear callipers.



"TT USED A MUCH-MODIFIED ESCORT SHELL DROPPED OVER THE SIERRA RS 4X4 FLOORPAN"

GEARBOX

MT75 gearbox is prone to worn layshaft bearings and failing synchromesh, the former most noticeable in second and third gears, while telltales of the latter are a crunch shift and a reluctance to engage gears. In stock form the MT75 can handle up to 350 bhp, but any whining means that it's due a rebuild. Clutches tend to be good for 300 bhp. CV joints can fail — a loud clicking noise being the giveaway — and the rubber propshaft joints can also split. Tired engine mounts can lead to eventual driveshaft damage too, wear being obvious through any knocking or vibrations.

SUSPENSION

Factory suspension is excellent, so any crashing points to tired dampers and springs. Knocking or banging noises tend to stem from cracked top cups or worn TCA bushes, the latter particularly likely if there's any element of vagueness in the steering. Aftermarket kit is common with coil-overs the usual upgrade, although watch for the cheaper ones as they can be susceptible to rust and difficult to adjust. Lowered cars shouldn't have much more than a one inch drop — more than this and there's the possibility of driveshaft issues.

ENGINE



Head gasket failure can be a concern — usually blowing at the back on the exhaust manifold side — so look out for the telltales of white smoke, an oily film in the header tank and white sludge on the oil filler cap. An abundance of blue smoke points to terminal

wear and don't take it that "all Cosworths have a bit of piston slap" — the Escorts don't. YB isn't particularly refined, but any rumbling is bad news as is a ticking top end. Later T25-equipped cars are less prone to misfires, but with the small turbo

cars it's even more important to have the right grade of spark plug to avoid serious engine damage. Excessive smoke under boost points to a tired turbocharger and it's worth removing the intake hose to check for play in the impeller.

ONE TO BUY

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For: Price, condition, colour

Against: Left-hand-drive (LHD)

Big turbo Escort is finished in the desirable shade of Mallard Green.

Described as being in excellent condition, the 1993 Luxury model has been stored in

a heated garage and cherished by its current and second owner for the last 20 years. Showing only 41,000 miles with a Ford main dealer service history to substantiate, the Hexagon cloth-trimmed Escort comes with extensive history and its original owner's manual and Ford handbooks. Keenly priced to take into account its LHD, the stock-engined Escort will also come with its original front spoiler, lower splitter and hockey sticks.



TECH SPEC

Body

Type: pressed steel monocoque based on Sierra RS Cosworth 4x4 floorpan

Engine

1993cc YBT, four cylinder, in line, cast iron block, cast aluminium cylinder head, four valves per cylinder operated by twin belt-driven overhead camshafts, Garrett T03/T04B turbocharger, Weber-Marelli fuel injection
Power: 227 bhp @ 6250 rpm, 224 lbf.ft @ 4500 rpm

Gearbox

MT75, five-speed manual

Suspension

Front: independent by coil springs, MacPherson struts, anti-roll bar, and telescopic dampers

Rear: independent by semi-trailing arms, coil springs, telescopic dampers, anti-roll bar

Steering

Rack-and-pinion, power assisted, 2.45 turns lock-to-lock

Brakes

Servo-assisted dual-circuit hydraulic with Teves ABS
Front: 278 mm vented discs
Rear: 273 mm solid discs

Wheels and tyres

8x16 inch, five-spoke cast alloys, 225/45ZR16 tyres

Performance

Max speed: 137 mph
0-60 mph: 6.2 seconds

Price when launched

£21,380

Thanks

Simon Holland

NEED TO KNOW

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ANGLIA

ANGLIA 105E



£1,195 ONO. From France with nova papers/taxes paid. Needs some welding, front wings rough, may repair o/s worst. Easy RHD conversion. No engine but you, d probably pinto it etc! Ideal rat look, best to view first, very rare. Also N.O.S. 105E Tailgate, Pristine condition £300. Nuneaton. 07770 304117 (HR)

CAPRI

CAPRI

1980, £7,995 ono. This Capri drives spot on with no knocks or bangs and can be used daily if you wish. It has MoT till 26/08/16 with no advisories. Will require taxing as the new rules states that the new owner taxes the vehicle upon ownership. Just had 4 brand new tyres and a service. West Midlands. 07956 685358 (HP)

CORTINA

CORTINA MK4



1979, 37,000 miles, £3,000 ono. Taxed & MoT, lots of history, never welded, all original panels. Nice interior black £800 spent on new bushes and tyres. Lancashire. 01253 761282

CORTINA P100

£POA. V6, no MoT, tub is scruffy but drives well, floor has two small holes the size of a 50p, inner and outer sills are very good. Dorset. 07831 777877 (SN)

ESCORT

ESCORT



1971, £11,000. May part exchange. Suffolk. 01787 464219 (HP)

ESCORT



1990, £250. 1800 diesel. No tax or MoT. Classic. Herts. 01442 832744 (HR)

ESCORT



1994, 55 miles, £1,195. Stainless steel sorts exhaust, professionally carbon wrapped bonnet, original Ford alloys (been refurbed), MOT May 2016. 07875 757907 (HR)

ESCORT



LOOK! **1981, £2,000.** With one owner from new in great Condition only 23 thousand miles from new in sunburst. Red loads off paper work including the invoice for the car. Old log book MoTs. Tax discs and Ziebert guarantee. Essex. 07572 659706 (HP)

ESCORT 1.4i

1992, 94,045 miles, £200. All original, good restoration project, Sorn. Leicestershire. 0447497554722

ESCORT 1.8D

1991, 90,500 miles, £750. White, clean and a tidy van. MoT till June 2016. Belts and oil changed last summer. Very reliable, only selling as need car now. Only 4 former keepers. Monmouthshire. 07934 114301 (HR)

ESCORT MK1



1972, £5,950. This car is totally original and is in exceptional condition inside, outside and underneath. It has obviously had very little use and would appear to have spent its life in dry storage and fair weather use only, long MoT. Northumberland. 07974 536884

ESCORT MK1



1974, £Offers. It needs a full restoration due to rust to inner panels and underneath as well as floors, best to start from scratch and sort it all out one time Will require fair amount of welding however once completed can be sold for 15-17k. Middlesex. 07913 804359 (JP)

ESCORT MK1

£2,200 ono. Daytona Yellow, runs and drives but the brakes need attention, needs strut tops, front panel, wing rails, outer sills, rear arches, but comes with 2x new fibreglass front wings, new front panel, 2x strut top panels, 2x wing rails, 2x wing rail ends, 2x inner rear arches, 2x outer rear arches, 2x four-door outer sills. Surrey. 07771 113182 (HR)

ESCORT MK2 1.3



LOOK! **1977, 71,800 miles, £3,500.** 4 doors. Fresh import with UK MoT and UK registered. No rust, everything works. Very good condition, period radio. Fully serviced, new battery. Excellent vinyl roof. Ready to go. West Sussex. 07813 539344 (SN)

ESCORT MK2 1600 GHIA



1976, £6,000. 4 door, 90% restored, needs middle and back exhaust boxes. Zero rust, fully restored, running gear, brakes under shutz, resprayed (factory) just as it was when it left the factory in 1976. Essex. 07713 691738 (HP)

ESCORT XR3i CABRIOLET



1989, 76,000 miles, £7,450. Free 9 months MoT. Genuine private sale. Restored to original. Genuine vehicle and reason for sale. Devon. 07874 682264 (HR)

FINESSE



1998, 33,000 miles, £1,500 ovno. 1600cc. Genuine. Full service history. MoT June 2016. On SORN. Every MoT and all service receipts. Excellent condition. Essex. 01375 371440 (PB)

FIESTA

FIESTA

1999, £100. Spares or repair, 1242cc, Zetec engine, running order, solid shell, no MoT or Sorn. Norfolk. 07552 386938

FIESTA 1.3 LXi AUTO

51,000 miles, £900. Metallic blue, 3 door hatch. Fast car. New MoT. New gearbox, lots of spares. Old MoTs, history. Low mileage. New tyres, locks, etc. Excellent condition. 07999 835380 (RB)

FIESTA MK1



1983, 27,000 miles, £4,000. Reluctant sale of my near on immaculate, crystal green, original radio, MOT'd, runs great. Hampshire. 07541 347107 (HR)

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FIESTA MK3



1990, £600. Four door Popular Plus. 1.1 OHV engine. 5 speed box. Clean and tidy car. Original blue metallic paint. Good runner. Economical. No cats or cambelt. Could show. Suit enthusiast. Manual choke carb engine. MoT. West Midlands. 07808 855076 (PB)

FIESTA MK3

1990, £600 ono. Four door, 1.1 petrol, 5 speed box, push rod engine, no cats or cambelts, clean car, good bodywork and underneath, original blue metallic paint, economical, suit enthusiast, could do a car show classic, MoT, manual choke carb engine. W Mids. 07808 855076

FIESTA MK3

1995, £950. 1.3LXI automatic long MoT and tax on sorn. New gearbox, new tyres and new locks. Old MoTs. Interior is like new and has electric windows. Central locking, excellent condition. London. 07405 888953

FIESTA LXI

£900. Metallic blue, three door, hatch back. Has new MoT and new gearbox. London. 07999 835380

FOCUS

FOCUS 1.8

1999, £1,000. Excellent mechanical condition. No expense spared. Black top 1.8 Zetec unit. Very quick car. 2 door. In red. Minor blemishes on body. No rust. Mature owner. Cornwall. 07976 688943 (PB)

FOCUS GHIA ESTATE

1999, £500. Diesel 1753 cc usual ghia extras. Alloys ect silver. Needs a battery and attention to starter hence price. Sussex. 01435 864776 (HR)

GALAXIE

GALAXIE

1967, £7,500 ONO. V8 6.4 litre, MoTd, free tax. Rally seat belts, needs t/c. Owned for approximately 8 years since I arrived in UK. Open to sensible offers. Runs well and powerful engine. Kent. 01303 870901 (HR)

KA

KA

1999, 55,000 miles, £375. 1300cc, metallic blue, no MoT, noisy clutch thrust bearing, drives well, cheap to insure, new exhaust, had welding done for last MoT. Middlesex. 07570 099544

MONDEO

MONDEO



1994, 63,000 miles, £850 ono. LX turbo diesel estate. Family owned with new, always garaged. Becoming rare and hard to find in this condition. MoT till March 2016. Shropshire. 07786 774382 (HR)

PREFECT

PREFECT 107E



1960, £2,500. Fitted with 1500 GT engine, twin choke carb. High back seats, recent tyres and brakes. A very quick driveable classic. A head turner and I can deliver. Lancashire. 01704 211908 (HR)

SIERRA

SIERRA 1.8 LX DIESEL

1990, 27,000 miles, £1,595. Hatchback in white. MoT January 2017, the interior is very clean. Cambs. 01945 772744 (HR)

SIERRA P100



1991, 43,000 miles, £1,650. Pick up. Weber carburettor now with manual choke. Dry stored past 4 years. On SORN. Kent. 01474 708586/07719 779597 (PB)

SIERRA XR4X4



1988, 128,000 miles, £4,000. One owner since 1989, garaged. Full service history since '89. No expense spared to keep in excellent condition. Partial restoration at 122,000 miles (2006) included full respray in original colour. New clutch fitted 2012. New tyres and S/steel exhaust, MoT July. Price includes lots of spares including some body parts and most lights. West Sussex. 01403 255712 (HP)

THAMES 300E VAN

THAMES TRADER

£POA. With 6D engine. Oswestry. 01691 870237 (HR)

TRANSIT

FORD TRANSIT

1985, £POA. Van 2.5 diesel, good All Round Condition. Many New Parts. Recently fitted - Will sell with new MoT. Re Advertised due to time waster. Lancs. 01257 483280/07957 495563

FORD TRANSIT 100 SWB

£POA. P reg, white bonnet oval grill, vgc. Also radiator, headlights, exhaust, prop shaft, new lift pump. Offers Gloucestershire. 07825 514952

FORD TRANSIT MKII VAN

1985, £POA. Factory fitted DI diesel recent injector pump overhaul, 4 recent tyres, full service, very good driver, MoT and taxed classic insurance. Lancashire. 01257 483280 (MC)

ZEPHYR

ZEPHYR MARK 2

1961, £POA. Rear wheel arches, inner required. Used, also front wings in reparable condition. Staffordshire. 07922 953439 (HR)

ZEPHYR



1955, £POA. Good clean car. Call or email for more details. japdealer@aol.com. 07528 412136 (HR)

ZEPHYR MK3



1965, £4,400. Extensive mechanical restoration, no rust on this solid car, only a couple of places had to be welded, car comes with a year's MoT and drives well, gears select smooth, engine stays cool, paint is good but little bit of blistering on the corner of a couple doors and a scuff on bonnet and driver's door. Buckinghamshire. 07043 240168 (HR)

VEHICLES WANTED

FORD / AUSTIN

1980, £5, Wanted. Old runner with bit of MoT & tax. Scrambler on off road, bit of tax, MoT. Any make. £2 million to Dr Barnardo's so far. Leicestershire. 07835 504021

FORD CAPRI MK3 305

1979 to 1981, £Flexible on price, Wanted. For restoration anything considered but must be a 305. Cleveland. 07881 851389

FORD CAPRI, CORTINA OR SIERRA

Wanted. Any model considered, would prefer a runner or a light restoration project. Midlands. 07956 296418

FORD CONSUL

Wanted. Capri / Zodiac 1960's. Doesn't have to be immaculate but in good road worthy condition. Lincs. 07950 522574 (SN)

MK4 ESCORT/ORION

Wanted. Must be running and MoT if possible. No wrecks please. Middlesex. 07405 888953 (HR)

PARTS FOR SALE

CLUTCH PLATE AND COVER

£50. Black Diamond. 20% uprated. 100 miles only. For Ford 2.0i OHC. Also Cobra 2000 oxy-acetylene welding torch. Weld stainless, aluminium, cast. Never used, c/w instruction DVD. £250. West Yorkshire. 01422 250271 (PB)

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1963, £150. Red moire hood for the car. As new condition but change of colour. West Sussex. 07733 067028

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£20. MK1&2 Escort rear wheel arch repair panel (2 door sal / van and est) £10, 4x Escort/Capri GL steel wheel (no tyres) £20 (buyer collects), MK3 Capri LS 3x pairs rear lamps £10 each, towbar £15. (buyer collects), windscreen wiper assy £15. 1 pair door window frames £5, 1 pair door cards grey / blue & white check £15, grille (black) 5. 01306 884449 (JW)

FORD 4/5/ 7000 WEIGHT FRAMES



£POA. Ford 3/3000 etc weight frames, doors, latches, handles, free collection from Malvern show in March. Cheddleton. 07811 907317

FORD CAPRI PARTS

1973, £POA. Drivers door very good, rust free. Off face lift model suit GXL, RS 3.1 £160. Capri GT radiator grill for pre face lift price model good condition £25. Hampshire. 01256 781964

FORD CORTINA 1600E DOORS

£POA. Woods, back axle, prop shaft, steering wheel, reversing lights and badges. Yorkshire. 07702 417760 (SN)

FORD CORTINA MK V

£Various. Headrest pads, brown speckled cloth, good condition, £60 the pair. Jack, good condition, original black finish, £20. Leatherhead. Surrey. 01372 383002 (RB)

FORD CORTINA MK1 GT DASH



£100 + P&P £20. 1960 Mina grill ends £6 each. Chrome sliding glass lock £5. Door handle pull cable £8 plus postage. Norfolk. 01328 700426

FORD ESCORT

1995/2001, £POA. Radiator grille as new. London. 07985 691137 (SN)

FORD ESCORT GHIA MK4 1 PAIR FRONT DOOR

£10. Electric window regulators. Speedo cluster £10. 1 pair front door mirrors remote £10, 2x windscreen wiper mechanisms £5 each, centre console £5, MK3 Escort o/s rear lamp £5, plus box of other parts from same car. 01306 884449 (HP)

FORD ESCORT GTI TURBO

1998, £POA. OZ 17in alloys, new tyres, high spec brakes front disc conversion, 2 tone leather interior, 15k ICI install, 240 bhp Cosworth turbo, show winner 2003, 2004 and 2005, reasonable offers, selling due to illness, phone after 7pm. Essex. 07956 372441

FORD ESCORT MK 1 ENGINE



1973, £500 ono. & box. The engine has been fully overhauled and painted, it is ready for install. Somerset. 07929 169459 (SN)

FORD ESCORT/ORION

£50 no offers. 81-86 metal wheel trim rings as new, still boxed, never used. 07985 691137 (SN)

FORD MK4 ESCORT PARTS

£Various. 2x wind screen wiper, 1 pair door mirrors, front door electric window mechanisms speedometer assembly, ignition switch, 2x heater blowers, o/s/r lamp Mk3 escort plus much more or would swap for Mk 5 Cortina n/s/f & r door window regulators plus postage & packing. 01306 884449

FORD PARTS

£POA. Garage clearance, parts collected over 20 years. Escort MK 1/2, Cortina, Capri 105E, panels, engines, wheels etc. Try me I might have it. Telephone after 6 p.m. 01652 652695 (HR)

FORD SIERRA COSWORTH

1998, £120. Four 7 x 15 lattice alloys. Mint condition. 205/50 x 15 tyres like new. Cheshire. 01663 762822 (HR)

FORD TRANSIT

1986-2000, £60. SWB / STD roof. Roof rack with a roller at the rear, four oblong spots on the front. Cheshire. 07901 685392 (HR)

FORD TRANSIT

£open to serious offers. 1986-91 OHC, petrol Mk 3, tank gauge sender unit, as new never used, good condition. North London. 07985 691137

NEW FORD BOLTS



£10. 5 ford 900" x 20" metric bolts, hex head, washers and nuts. Essex. 01245 477716 (HR)

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£POA. 'Bullet' Cort 1+2 g box. Sierra 4sp box recon. Lotus 1, Anglia Cort 1+2 int door handles new poly bagged. 1600E badge R wing chrome Cort 2 1600 carbs. 100E fr bumper c/w overriders Esc 1 (early) R shocks. West Sussex. 01243 814826

TRANSIT OVERDRIVE GEARBOX

£65 ono. Fits Mk 1, 2 and 3. Herts. 07710 664781

WEBER CARBURETTOR

£Offers. To fit V6 Essex MG, brand new, never been used. 07985 691137 (SN)

WEBER CARBURETTOR TO FIT

£160 ovno. A 1600/2000 OHC engine, as new never used. London. 07985 691137 (SN)

PARTS WANTED

FORD FIESTA MK3 SEATS

Wanted. Must be in excellent condition. MK4 escort wanted, prefer estate, prefer drivable with MoT. Middx. 07999 835380

FORD MK2 CORTINA

Wanted. 2 Door, drivers door glass wanted, must not be security etched. 07860 246900

MARCHAL AMPLILUX OPTIQUE 7IN HEADLAMPS

Wanted. Sealed beam, iodine bulbs. 2 bulbs plus side light. Part No.139568/222 TG on rear of lens. Yorkshire. 07973 417585 (RB)

MISCELLANEOUS

PEDAL CAR BADGES-RAC/AA

£20 each. Nottingham. 0115 998 0511 (JW)

THAMES 400E



£600 ono. Needs lots of work, on a spaceframe, good rat look or slammed hotrod, VW alternative. Nuneaton. 07770 304117 (HR)

MISCELLANEOUS FOR SALE

2 RAFA BADGES



£60 pair. Royal Air Forces Association, both bar fixing. Nice condition. Free postage. West Sussex. 07398 015688 (RB)

DUNLOP GOLD SEAL

£20. Tubeless tyre, crossply, size 600x12, brand new 4 ply rating, buyer to arrange collection. Fife. 01383 735721

SANYO RADIO/CASSETTE PLAYER

£45 ono. In working order. Very good condition. Negative earth. Peebleshire. 01721 725891 (RB)

ESSO VITRIOUS ENAMEL SIGN



1960, £40. Steel, not tin. 12in x 8in. MNF by Burnham, London. Post free. Essex. 07794 775973 (RB)

ISLE OF WIGHT CAR BADGE



1950, £65 inc p&p. MNF by Renamel London. Size 4.5in x 3.5in. No damage. Showing Crown, Castle & Anchors. Bar fixing. Buckinghamshire. 07716 607984

METAL CLASSIC CAR MODELS

£POA. Nine, 10in, Italian made and one 8in Jaguar XK 120 1948 coupe, few need wheels, need seeing for offers for the lot. Dorset. 01305 826905

ST CHRISTOPHER BADGE



1950, £95 post free. By J. R. Gaunt, London. Chrome/enamel. No damage, near mint condition. Size 5in x 3in. Surrey. 020 8399 7541 (RB)

LITERATURE AND INFORMATION

120 CLASSIC FORD MAGAZINES

£Highest offer. From December 2000 to February 2012 plus a few from 1998 and 2014. Not complete collection but the majority, in good condition. Swindon. 07768 327575

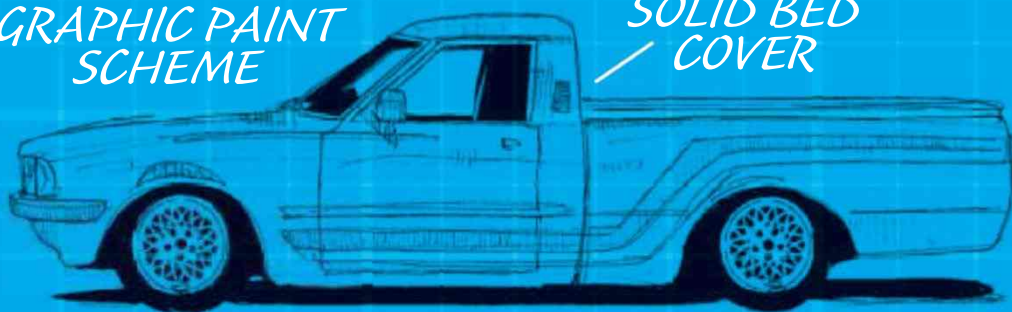
Project Hunter

CLASSIC FORD PROJECTS YOU SHOULD BUY — AND MODIFY.



GRAPHIC PAINT
SCHEME

SOLID BED
COVER



P100

THE AD

FOR SALE ON: Classic Ford Classifieds

'Cortina P100, V6, no tax, no MoT, tub is scruffy, drives well, floor has two small holes, inner and outer sills are very good, fPOA'. See page 125.



As much as we'd love to smoke around in this P100 as it is, that wouldn't give illustrator, Simon anything to do, so as you can see, we've let him go to town on the patina'd P-nutter. Once the couple of areas of bodywork have been tidied up, we've applied a few trick touches including shaving the

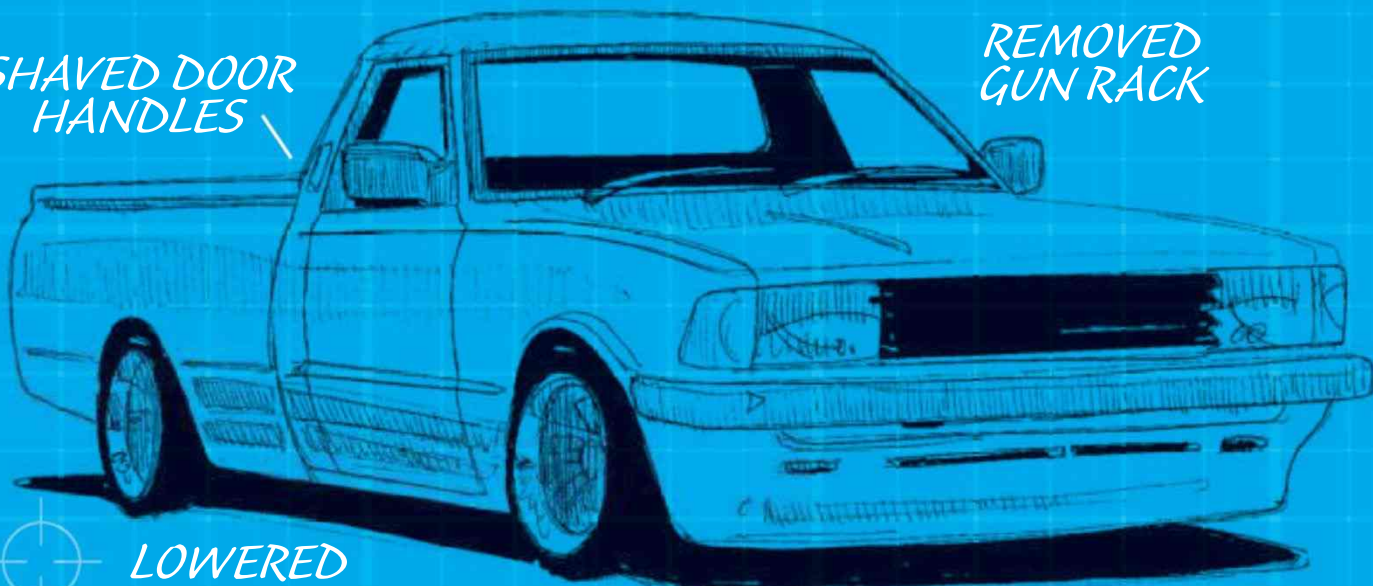
door handles, removing the tabs for the rear tonneau cover along with the gun rack and rolled the rear valence before treating the outside to a full respray in Ford Le Mans Green — a distinctly '70s shade, but one that suits our mini truck to a T, we hope you agree. While we're on the subject of mini

trucks, the custom side stripes are definitely influence by the '80s mini truckin' scene, and do wonders to break up the vast slab of side panelling on the P100. This one already comes with a V6 — Essex or Cologne, we don't mind as long as it makes a nice burble — while the work-worn seats are being

replaced by green velour ones from a Ghia. All that's left to do is clean up and paint those Rover Vitesse cross-spoke alloys in silver, and hunt down a fibreglass hard bed cover to fit — after all, this truck's days lugging tools and roofing tiles around are well and truly over.

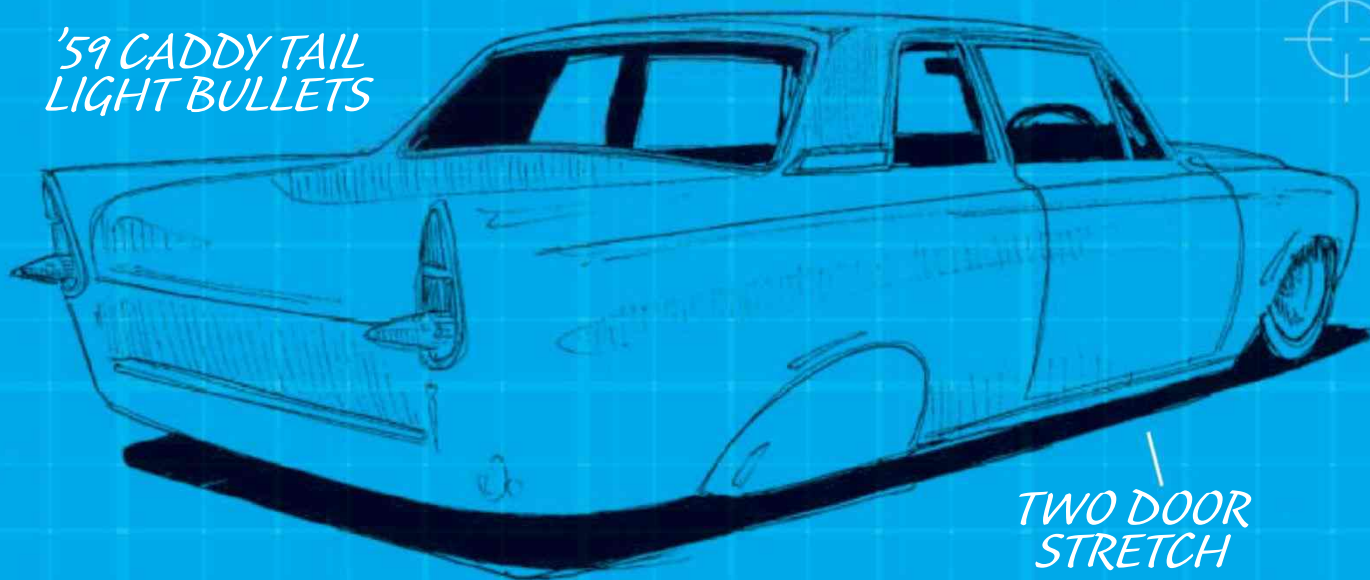
SHAVED DOOR
HANDLES

REMOVED
GUN RACK



LOWERED
SUSPENSION

'59 CADDY TAIL LIGHT BULLETS



TWO DOOR
STRETCH

One look at this utterly-awesome Mk3 lead-sled and you realise that this is a project not only for the brave, but the highly-skilled, too. A roof chop and two-door conversion to this '60s sleeper are no mean feat, and neither is the pillarless conversion which moves the chrome trim from the top of the doors to the roof seams. The fender skirts are hand-formed, and we've removed the front indicators, door handles and both bumpers to accentuate the Zephyr's fine lines, finishing at the rear with the fins reworked to house obligatory '59 Cadillac tail lights. With

the bodywork taken care of, it's time for a respray in purple fade paint lifted from the House Of Kolor's charts. Kerb feelers have been added, along with 16 inch steels and full, custom hub caps for the front. Air-ride suspension is realistically the only way to get this Mk3 to roll like it does, and not too quickly wither, as we're leaving the straight-six in place, albeit it detailed to the max. Finally, a car like this deserves nothing better than a white leather, tuck-and-roll interior and purple metalflake, standard steering wheel. This could be done for The Great Unveiling, right?

THE AD

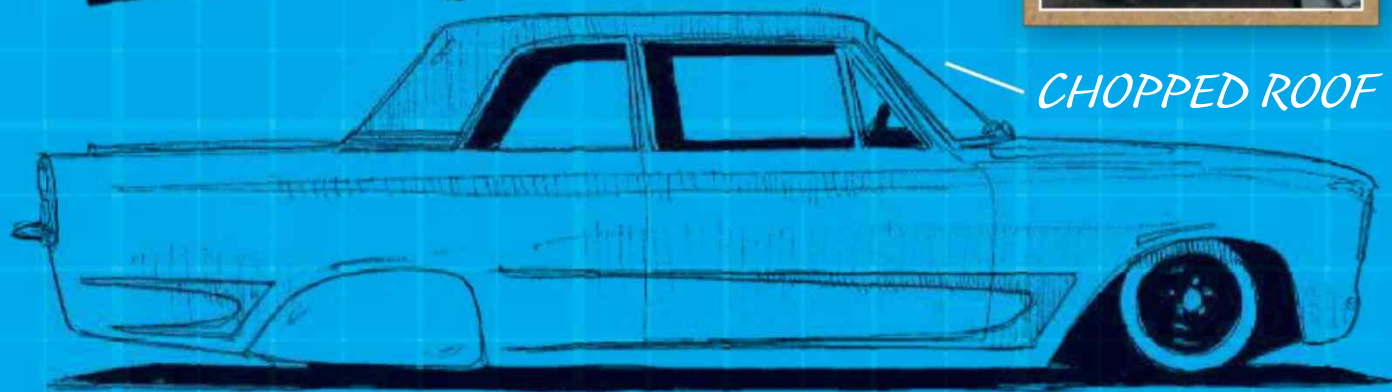
FOR SALE IN:

Classic Ford Classifieds

'Zephyr Mk3, 1965, extensive mechanical restoration, no rust on this solid car, year's MoT and drives well, gears select smooth, paint is good but little bit of blistering on the corner of a couple doors, £4400'. See page 126.



Zephyr



CHOPPED ROOF

FENDER
SKIRTS

WHITE
WALLS



RACE

Rally and Competition Equipment

NEW FABRICATION AND SUSPENSION PARTS MK1 AND 2 ESCORT

"OVER A 30 YEARS", IN MOTOR SPORT WE HAVE MANAGED TO BRING TOGETHER THE FINEST SELECTION OF HIGH QUALITY FABRICATED COMPONENTS, YOU WILL BEH APPY WITH CLUBMANS OR WORKS SPEC PARTS. ALL PARTS HAVE BEEN DEVELOPED, TRIED, TESTED REPRESENTING TRUE VALUE FOR MONEY.

BODYSHELL, GRP4 CLUB SPEC

4 LINK KIT REINFORCED BODY BOXES 5/8 JOINTS BUSHES, SPACERS & BOLTS	£275
4 LINK KIT HEAVY DUTY, BIG BUSHES, 5/8 JOINTS M14 BOLTS TO SUIT ESCORT	
RUNNING COIL OVERS	£324
BODY BOXES 3/8 REINFORCED	PR £80
4 LINK TO CHASSIS SKIDS	PR £16
PANHARD ROD KIT ADJ 5/8 COMPLETE	£89
PANHARD ROD KIT FIXED TOWER	£80
PANHARD ROD TOWER L/H ADJUSTABLE	£40
ANTI TRAMP BAR KIT MK1	£105
ANTI TRAMP BAR KIT MK2	£97
SQUARE TALL REAR TURRET BOXES	PR £48
TURRET AND ANTI TRAMP AXLE BRACKET	EA £3.50
LARGE GEARBOX TUNNEL	£45
SMALL GEARLEVER TOWER WITH GAITOR PLATE	£25
ALLOY SURROUND GAITOR PLATE	£16
4 LINK CROSS BRACES (BODY BOXES)	PR £17
FUEL TANK PLATFORM TO SUIT SHAPED ALLOY TANK C/W STRAPS	£89
DRY SUMPTANK MOUNTING PLATFORM	£25
GROUP 4 MK2 FIREWALL KIT. FITS WITH TURRETS	
INC BOOT INFILLS	£80
MK1 + 2 NON TURRET ALLOY FIREWALL	£49
SPRING HANGER SKIDS	PR £10
BOTTOM RADIATOR CUT OUT £12 + GUSSETS	£18
TOP RAD MK2 GUSSETS PANEL	£28

BODYSHELL, GROUP 4 WORKS SPEC

4 LINK BODYSHELL KIT INC BRACKETS COVERS, SKIDS, LONG LINK BOLTS + TUBES AND CROSS BRACES	£160
4 LINK ROD GRP4 SPEC 1/2 BUSHED	£42
4 LINK ROD GRP4 SPEC 1/2 BUSHED	£48
MK1 GRP4 SHORT LINK BODY BOX KIT	£150
GRP4 MK2 4 LINK KIT COMPLETE	£500
GRP4 PANHARD ROD KIT L/H OR R/H TOWER COMPLETE	£150
GRP4 PANHARD ROD TOWER MULTIPIECE L/H OR R/H WORK SPEC	£58
GRP4 ROUND REAR TURRETS	PR £102
ZF GEARBOX TUNNEL COMPLETE	£105
BULKHEAD PLATE 1 PIECE	£13
BULKHEAD PLATE 3 PIECE	£19
ATLAS LONG DIFF TUNNEL	£20
BULKHEAD GUSSETS 1 x SHAPED	PR £32
FRONT CHASSIS SKIDS	PR £20
CHASSIS TO SILL SKIDS	PR £20
GRP 4 STRUT TOP PLATES	PR £58
REAR INNER MK2 ARCH INFILLS	PR £16
SEAT SUB FRAME MOUNT KIT (WELD IN)	£38
WELD IN FRONT CROSSMEMBER CHASSIS INSERTS SET OF FOUR	£24
15" INNER REAR WHEEL ARCH TUBS	PR £225
MK1 WORKS STEEL ARCHES	SET £650
ROLL CAGE TUBE 2 METER 38mm	EA £30
GRP4 WATTS CHASSIS TOWERS MULTIPIECE FROM BOTH SIDES	PR £114
GRP4 WATTS BARS GOLD BUSHED	PR £81
JACKING POINT KIT 20/25mm x4	£28

STRUT BRACES

GRP4 STRUT BRACE KIT WITH WELD ON BRACKETS AND STEEL PLATED BAR	£48
WITH ALLOY BAR	£69
WITH OVAL STEEL POWERCOATED	£76
MK1 WORKS FLAT TYPE "BOLTON" STRUT BRACE C/W BRACKETS	£48
BOLT ON ADJUSTABLE STRUT BRACE KIT STEEL OR ALLOY BAR	£80

SUSPENSION TO BODYSHELL

WORLD CUP X-MEMBER FULL GRP4 SPEC	£395
WCXM CLUB STD OR LRM CROSSMEMBER	£220
WCXM BASE FULL GRP4	£325
WCXM BASE CLUB STD OR LRM	£145
WCXM MOUNTS OGC/X-FLOW INC BOLTS	£65
ANTI DIVE KIT	£50
DOUBLE WIDTH KIT	£50
GRP4 TENSION STRUT KIT TARMAC	£325
GRP4 TENSION STRUT KIT GRAVEL	£400
T/S ANTI ROLL BAR KIT 5/8	£130
3/4	£150
COMPRESSION STRUT KIT FIXED	£130
COMPRESSION STRUT KIT IN-SITU ADJ	£155
16V ASTRA CHASSIS ENGINE MOUNT KIT ALSO OHC / X FLOW	£72
TWIN CAM ANTI ROLL BAR	£140

TRACK CONTROL ARMS TCA'S

IN-SITU ADJUSTABLE TCA'S INNER RUBBER BUSHED	£180
IN-SITU ADJUSTABLE TCA'S 5/8 R/OINTS + FITTING KIT	£180
RUBBER BUSHED ADJ TCA'S HISTORIC	£190
R/OINTED ADJUSTABLE TCA'S HISTORIC	£180
RS2000 TRACK ROD ENDS GEN FORD	£40
WATTS LKAGE KIT ATLAS	£290
WATTS LINKAGE KIT ENGLISH	£240
PTFE SLIPPER KIT	£48
SHORT REAR SPRING SHACKLES	£39
U BOLT PLATES	PR £32
MULTI LEAF ORIGINAL FOREST 5 LEAF SLIPPER SPRINGS	PR £220
SINGLE LEAF TARMAC SLIPPER SPRINGS	PR £225
MK1 TWIN EYE SINGLE LEAF SPRINGS	PR £223
CD6 MK1 4 LEAF TWIN EYE SRPINGS	PR £210
MK2 SINGLE LEAF TWIN EYE 146lb SPRINGS	PR £225
MK2 MULTI LEAF TARMAC LOW TWIN EYE SPRINGS	PR £200

STEERING AND BRAKES (ALL PEDAL BOXES HAVE GENUINE GIRLING MASTER CYLINDERS)

MK2 BIAS ADJ PEDAL BOX CABLE	£350
MK2 BIAS ADJ PEDAL BOX HYD	£400
MK1 BIAS ADJ PEDAL BOX CABLE	£350
MK1 BIAS ADJ PEDAL BOX HYD	£400
GRP4 THROTTLE PEDA	£40
TUBE DASH ADJUSTER MK2	£29
FLEXIBLE CLICK DASH ADJUSTER	£33
AP RESOVOIR + BRACKET PUSH ON	EA £25
GIRLING RESOVOIR THREADED	EA £20
HYDRAULIC HANDBRAKE KIT	£77
ALLOY PRO HORIZONTAL HYD HANDBRAKE	£130
VERTICAL PRO HYD ALLOY HANDBRAKE	£145
BIAS PROPORTIONING VALVE SCREW TYPE	£48
MK3 ESCORT WELD ON CALIPER BRACKETS	PR £20
SIERRA REAR CALIPER BRACKETS WELD ON	PR £25

GENUINE AP DISC & CALIPERS

MONTE CARLO ESCORT CALIPER	EA £725
MONTE CARLO AP BRAKE DISC	EA £185
FOREST AP ESCORT CALIPER	EA £625
FOREST AP VENTED BRAKE DISC	EA £145
GRP4 2383-2382 REAR CALIPER	EA £545
GRP4 AP SOLID REAR DISC	£155
AP2577 REAR TWIN POT CALIPER WITH CABLE HANDBRAKE MECHANISM FITTED	£350
13" AP GRP4 FRONT DISC BELL	£22

NEW AP RADIAL 13" FRONT BRAKE KIT FITS WITH 13" WHEELS ONTO MK2 ESCORT C/W VENTED DISCS, ALLOY BELLS MOUNTING BRACKETS, PADS AND PIPES...£1,150

AP 15" RADIAL FRONT ESCORT BRAKE KIT 305 DISC, PADS + PIPES COMPLETE	£1,495
AP MONTE CARLO GRP4 ESCORT FRONT HISTORIC BRAKE COMPLETE	KIT £1,990
AP FOREST GRP4 ESCORT FRONT HISTORIC BRAKE COMPLETE	KIT £1,700
10 1/8 X 22mm VENTED DISCS TO USE WITH PRINCESS CALIPERS PLAIN	PR £98
OR WITH GROOVES	PR £130
PRINCESS 4 POT CALIPERS SPACER KIT	£40
GRP1 CALIPER SPACER KIT M16	£35
GIRLING MASTER CYLINDER 625 ETC	£55

RS2000 GEN FORD TRACK ROD END	£40
GRP4 CAST STEERING JOINT SHORT	£43
GRP4 CAST STEERING JOINT LONG	£60
2.8 CAPRI VENTED FRONT DISCS	PR £58
2.8 CAPRI VENTED GROOVED DISCS	PR £95
MK2 ESCORT BRONZE BUSHED H/D GEN FORD QUICK RACK	£295
WITH NEW LONG RACK ARMS FITTED	£340
MK2 ESCORT ALL NEW H/D QUICK RACK RHD / LHD K/C	£360
SIERRA REAR DISC BRAKE KIT	£395
SIERRA CONVERSION HANDBRAKE CABLE	£29.50

ELECTRIC POWERSTEERING KITS USING VAUXHALL CORSA MOTOR ALL BRACKETS TO FIT FORD ESCORT MK1 + 2 RHD + LHD...£850

SUSPENSION AND MOUNTINGS

ALLOY 2 1/4 SPRING SEAT 1" TALL	£12
ALLOY 2 1/4 SPRING SEAT 3" TALL	£17
ALLOY 2 1/4 LOCK RING	£8
ALLOY 2 1/4 D SHAPE TOP CAP	£10
ALLOY 4" SPRING SEAT SHALLOW	£29
ALLOY 4" SPRING SEAT TALL	£33

RS2000 BILSTEIN STRUT CASINGS GRP 4 THREADED ADJUSTABLE LONG OR SHORT...£200

BILSTEIN FRONT INSERTS

260/60...300/70 LONG	£120
300/70 SHORT	£125
300/100 LONG	£125

BILSTEIN REAR DAMPERS

GRP1 MK2 ESCORT STD FIT	PR £215
GRP4 TURRET 220/110	PR £200
GRP4 REAR COIL OVER 220/110	PR £375

ESCORT FRONT TOP MOUNTS

RUBBER ROLLER BEARING TOP MOUNTS	EA £85
GRP4 2 PIECE CONCENTRIC ALLOY BLACK	EA £85
ECCENTRIC OFFSET ALLOY TOP MOUNTS	EA £68
ALLOY BLACK RBTM TYPE	EA £80
CONCENTRIC ALLOY FLAY TOP MOUNT	EA £65
ESCORT ADJ SLIDING TOP MOUNT	EA £126
HIGH ANGLE TOP MT NUT + WASHER	EA £6.50
PLASTIC DUST COVERS RBTM	PR £11

FRONT HUBS STUDS + NUTS

GRP4 ALLOY FRONT HUB	£65
GRP4 FRONT WHEEL STUD	£4.75
GRP4 WHEEL NUT	£2.75
GRP4 WHEEL INSERT	£1.75
ALLOY HUB CAP STD	£8 B/B
GRP4 WHEEL INSERTS	£2.50
GRP4 MACHINED WHEELS PACER	£9.00
STD M12 WHEEL STUDS LONG	£1.20
OPEN END M12 WHEEL NUT	£1.00
RS2000 + GHIA WHEEL NUT	£1.15
GRP4 TO STD M12 CONVERSION NUT	£2.00

COIL SPRINGS TOP QUALITY

FRONT BILSTEIN WELD ON STRUT ADJUSTER KIT COMPLETE CAR SET 2 1/4	£70
REAR BILSTEIN 2 1/4 SLIP OVER KIT C/W ALLOY SPRING SEATS + TOP CAPS	£75
RS2000 FRONT ALL RATES	FROM £50 PR
RS2000 FLAT GROUND ALLRATES	FROM £50 PR
2 1/4 ALL LENGTHS + RATES	FROM £45 PR
2 1/4 PROGRESSIVE 12" & 14" VARIOUS	FROM £65 PR
BLUE 2 1/4 HELPER SPRINGS 4"	PR £30
LOWERING BLOCK KITS, 1"-2"	£24

ALLOY PRODUCTS

ESCORT SHAPED PETROL TANK, BAFFLED WITH TWIN TAKE OFFS AND SIGHT GAUGE, C/W FILLER NECK + SPLASH TRAY	£205
ESCORT SHAPED INJECTION TANK WITH LH OR RH SUMP C/W FILLER NECK + SPLASH TRAY	£280
TARMAC ALLOY ARCHES MK2	SET £325
FOREST ALLOY ARCHES MK2	SET £318
WIDE TARMAC REAR ARCHES MK2	R £208
ALLOY FRONT SPOILER GRP4	£75
ALLOY FRONT SPOILER HIGH LEVEL	£85
DRY SUMP TANK, BASE MT	£125
DRY SUMP TANK, 6R4 TYPE BREATHER	£210
ALLOY CRANK CASE BREATHER BOX	£49
ENGINE ALLOY UNION	£7
REAR MK2 LAMP PROTECTORS	£19
ALLOY BATTERY TRAY (240X175)	£42

MK2 CENTRE INSTRUMENT PANEL	£35
ALLOY SWIRL POT FUEL 1. 5LTR	£110
FUEL PUMP BRACKET, TWIN ACET	£35
MK2 DASH BINACLE INSERT	£40
1LITRE CATCH TANK 2 x 1/2 FITTINGS	£53
1LITRE CATCH TANK C/W BREATHER	£65
2LITRE CATCH TANK 2 x 1/2 FITTINGS	£53
RT30 BATTERY TRAY FLAT BLACK	£74
RT30 BATTERY TRAY VERTICAL BLACK	£70
REAR MK2 ALLOY BOOT SPOILER	£80
CO-DRIVERS ALLOY FOOT REST	£40
DRIVERS PUNCHED HEEL PLATE	£26

GEARBOXES

5SPEED ZF DIRECT TOP FULL SPEC GEARBOX C/W TOWER + LEVER	£6,500+VAT
5SPEED TYPE 9 TRACSPORT STRAIGHT CUT 2.21 ST	£1,750
5SPEED TYPE 9 TRACSPORT SEMI HELICAL 2.481 ST	£1,900
4SPEED RS2000 TRACSPORT H/D STRAIGHTCUT 2.21 ST	£2,200

ABOVE GEARBOX ALSO AVAILABLE WITH ALLOY MAINCASE, H/D MAINSHAFTS & LAYSHAFTPINS

NEW ATLAS AXLE CASINGS

PREPARED TO THE HIGHEST GRP4 STANDARD FULLY FLOATING GRP4 ATLAS AXLE CASING, THICK TUBE WITH STUB AXLES, DOUBLE PINNED AND BREATHER	£495
2 DIAMOND 4 LINK BRACKETS. WELDED	£60
2 GRP 4 DAMPER BRACKETS. WELDED	£50
2 SPRING SADDLES, HEAVY DUTY. WELDED	£60
1 GRP 4PANHARD ROD BRACKET. WELDED	£32
2 AP CALIPER BRACKETS. WELDED	£48
FULL SPEC CASING WITH GRP4 BRACKETS	£745
2 FIF L/RINGS LH/RH	PR £32
GROUP 1 THICK TUBE ATLAS AXLE CASING WITH ORIGINAL ENDS DOUBLE PINNED AND BREATHER	£468
2 SPRING SADDLES, HEAVY DUTY WELDED	£60
2 DIAMOND 4 LINK BRACKETS. WELDED	£60
2 DAMPER BRACKETS. WELDED	£50
1 PAN HARD ROD BRACKET. WELDED	£32
(BABY 48 1/2, NARROW 49 7/8, WIDE 52 INCH)	

DRIVESHAFTS AND FLANGES

TOP QUALITY GROUP 4 FULLY FLOATING HALFSHAFTS	
740-770 F/F INC NUT	£140
790-820 F/F INC NUT	£150
740-77 F/F SPECIALS INC NUT	£225
GRP4 FULLY FLOATING FLANGE	£65
GRP1 2 PIECE SHAFT 18 TOOTH GRP4, 18 TOOTH BABY, NARROW OR WIDE	£150
GROUP 1 WHEEL FLANGE	£68
GRP1 BABY ATLAS / ENGLISH 16 SPLINE SHAFT	£150
HALF SHAFT RETAINER PLATE	£6.50
DRUM SPACER PLATE	£5.50
18 TOOTH ZF ATLAS SIDE GEAR	£75

QUAIFE BIG BEARING HUB KIT BOLTS ON TO ENGLISH / ATLAS AXLE C/W 16 SPLINE, 18 SPLINE SHAFTS £890

FULLY FLOATING T/T METRIC REAR HUB	£65
GRP4 F/F REAR STUD, INC BOLT	£11.50
METRIC REAR F/F HUB BEARING	£25
STEEL O RING CARRIER	£12
F/F HUB AXLE SEAL KIT	£15
STEEL SPLIT LOCK RING LH/RH	£16
REAR F/F ALLOY AP DISC BELL	£30
ZF ATLAS 18 SPLINE MOTOR SPORT LSD	£1200
ZF ATLAS MOTOR SPORT PLATE KIT	£170
ZF ATLAS WAVY PLATE	EA £25
ZF ATLAS STEEL LSD END PLATE	£150
ZF ATLAS STEEL LSD HOUSING	£290
ZF ATLAS DRIVE FRICTION PLATE	EA £30
ZF ATLAS LSD END THRUST WASHER	EA £18.50
5.3 AND 5.8 ATLAS C.W.P	SET £485
4.9, 4.1 AND 4.3 75 ATLAS C.W.P	SET £485
5.1 ATLAS C.W.P (BEST AVAILABLE)	£320
SALISBURY ENGLISH 22 SPLINE LSD UNIT C/W BIG SIDE BEARINGS AND CROSSPINS	£550
SALISBURY ENGLISH 16 SPLINE LSD UNIT C/W BIG SIDE BEARINGS AND CROSS PINS	£550
18 SPLINE ENGLISH LSD UNIT	£650
SALISBURY ENGLISH STEEL END PLATE	£115
SALISBURY ENGLISH DIFF PLATE SET	£100
SALISBURY ENGLISH STEEL LSD HOUSING	£160
4.4 ENGLISH C.W.P SET	£240
4.7, 4.9, 5.1 ENGLISH C.W.P SET	£250

NEW ALLOY BELL HOUSINGS

16V ASTRA TO FORD	£178
RS2000 CABLE	£178
RS AND 5SPEED TYPE 9 HYDRAULIC	£210
2000E CABLE	£180
2000E HYDRAULIC	£208

BORG WARNER TO PINTORS	£190
BORG WARNER TO VAUXHALL	£220
DURATEC TO TYPE 9 CABLE	£275
DURATEC TO TYPE 9 HYD	£300
TOYOTA 4AG TO TYPE 9	£295
SIERRA TYPE 9 SINGLE STARTER	£170
ZF TO BDA HYD WORKS TYPE	£245

INLET MANIFOLDS TWIN CARB	
16V ASTRA, RED TOPS STRAIGHT	£120
N/A COSWORTH, 2 X 45/48	£120

CLUTCH AP COMPETITION	
RS PINTO 8 1/2 SPRUNG PADDLE PLATE	£195
RS PINTO H/D COVER	£270
7 1/4 AP TWIN PLATE CLUTCH	£435
7 1/4 3 BLADE PADDLE PLATE	£115
7 1/4 4 BLADE PADDLE PLATE	£150
RS2000 H/D ORGANIC ROAD KIT	£295

COMPETITION EXHAUST MANIFOLDS	
RS2000 GRP2 3 PIECE 2 1/4 AND 2 1/2	£155
N/A COSWORTH 3 PIECE 2 1/4 AND 2 1/2	£205
16V ASTRA INTO MK2 ESCORT	£205
X-FLOW 4 INTO 1 RALLY	£145
DURATEC INTO MK2 ESCORT	£197
16V ZETEC RWD INTO MK2 ESCORT	£167

FAST ROAD COMPETITION 2IN MANIFOLDS	
RS2000 4-2-1 OHC	£145
1300 / 1600 X-FLOW	£115
XR3CVH 4-2-1	£122
XR2 MK1 X-FLOW	£130
THE MANIFOLD AND SYSTEMS ARE FROM STOCK. MANY MAKES AND MODELS TO ORDER.	

COMPETITION EXHAUST SYSTEMS	
PINTO 2 1/2 RIGHT HAND, SINGLE BOX	£144
PINTO 2 1/2 RIGHT HAND, TWIN BOX	£152
PINTO 2 1/4 RIGHTH AND, SINGLE BOX	£122
PINTO 2 1/4 RIGHT HAND, TWIN BOX	£129
THE ABOVE ALSO FIT N/A COSWORTH / ASTRA	
CROSS OVER PINTO LH 2 1/4 CENTRE PIPE. ADD	£12

FAST ROAD COMPETITION 2IN SYSTEMS	
RS2000 MK2 SINGLE BOX 2IN	£84
RS2000 MK2 TWIN BOX 2IN	£91
ESCORT MK2 X-FLOW SINGLE BOX	£76
ESCORT MK2 X-FLOW TWIN BOX	£84
MK1 ESCORT X-FLOW TWIN BOX	£106
XR3 TWIN BOX WITH 31 SS END	£145
XR2 MK1 TWIN BOX 31 SS END	£130
XR2 MK2 CVH TWIN BOX	£125
SYSTEMS AVAILABLE ESCORTS MK5 + 6 + 7 CAPRI, CORTINA, FOCUS, TALBOT SUNBEAM, PEUGEOT, TOYOTA COROLLA ETC, ETC	

BOLTON SAFETY AND SERVICE PARTS	
5-SPEED R/JOINTED QUICKSHIFT	£55
4-SPEED R/JOINTED QUICKSHIFT	£55
5-SPEED Q/SHIFT KIT	£17
ROCKET TO ATLAS H/D PROP SHAFT	£140
ZF TO ATLAS H/D PROP SHAFT	£195
ZFT STEEL GEAR LEVER	£130
ATLAS AXLE 10MM ALLOY BRACE	£115
ATLAS STEEL WIDE DIFF SKID	£57
BACK COVER HALF MOON CLAMPS	£15

FIRE EXTINGUISHERS	
2.25 AFFF PLUMBED INSYSYSTEM	£100
4.0 LTR AFFF PLUMBED INSYSYSTEM	£165
2.0 LTR HAND HELD AFFF	£25
2.4 LTR HAND HELD AFFF SPA	£50
MK2 ALLOY Q/R LAMP BRACKETS	PR£50
MK1 ALLOY Q/R LAMP BRACKETS	PR£68
SIDE MOUNT INTO SILL QUICK LIFT SCISSOR JACK	
NEW£545	

GRP4CHASSISMOUNTSUMPUGUARD	
WITH 1/4 PLATE, TARMAC	£175
WITH 5/16 PLATE, TARMAC / FOREST	£195
WITH 3/8 PLATE, FOREST	£210
NEW TYPE LONG GUARD CURVED WITH SKIDS	
GRP4 MK1 AND 2	£275
ZF GEAR BOX ALLOY GUARD	£65

NEWMAN CAM SHAFTS PROVEN RESULTS	
PINTO OHC FASTR D, RALLY OR RACE	£116
PADDED CAM FOLLOWERS	SET £68
X-FLOW FORD FULL RANGE OF CAMS	£100
OHC PINTO VERNEIR PULLEY	£80
MK2 POLYCARB WINDOW KITS C/W SLIDERS TINTED BRONZE OR CLEAR, F ULL SET (AIREDALE)	£270

MK2 CARBON DOOR CARDS	PR£95
MK2 INNER REAR QUARTER CARBON PANELS	PR£80
CARBON MK2 ROOF VENT	£160
MK1 ESCORT SAFARI ROOF VENT	£130

GEAR REDUCTION STARTER MOTORS	
PINTO, X-FLOW, BDA, ETC	FROM £150
HELLA H4 HEAD LIGHT UNIT	£29
MK1 ESCORT BOWL AND LOOM	£29
HELLA 3000 SPOT LAMPS	£70
MK2 ESCORT MOULDED SHAPED. POLY MUD FLAPS, BLACK, BLUE OR RED, SUPERB FIT. SET OF FOUR	

FACET RED TOP FUEL PUMP KIT	£76
FACET RED TOP PUMP	ONLY £66
ALLOY FILTER KING LARGE BOWL	£45
ALLOY FILTER KING LARGE BOWL AND GAUGE	£62
NAVIGATORS PYRAMID, ALLOY FOOT REST	£18
HARNESS EYES	£1.50
EYED BACKING PLATE	£1
BOOT SPRINGS	PR£7
BONNET PINS	STEELS £7.50

ALLOY FOOT PEDALS SHAPED	SET £11
LIGHT WEIGHT 19MM RALLOY WHEEL BRACE ON	
BRACKET AND SPINHANDLE	£58
GRP4 NAVIGATORS ALLOY FOOT REST	£34
DRIVER ALLOY HEEL PLATE	£15
MK2 ALLOY CENTRE CONSOLE	£30
ALLOY SPARE WHEEL POLE, SINGLE	£18
ALLOY SPARE WHEEL POLE, DOUBLE	£30
Q/R PLASTIC CONE CLAMP	£38

TRS Q/R WHEEL STRAP REMOVABLE	£35
EXHAUST PACKING	£5
BATTERY CUT OFF SWITCH FIA	£28
SAFETY STICKER SHEET	£2
SWITCH STICKER SHEET	£5
DOOR SQUARES	£3.50
MUD FLAP MATERIAL, 4MM RED/BLACK/BLUE	£5
MUD FLAP MATERIAL, 5MM BLACK/BLUE	£15
ALLOY MUD FLAP BRACKETS	£3
ALTERNATOR NYLON STRAP AND CLAMPS	£16
STEEL THRUSTR BEARING CARRIER PLUS ROUND NOSE BEARING RS PLUS TYPE 9	£47
ALUMINIUM CLOTH HEATS HIELD, 50X50 CM	£12

MK2 ESCORT ALLOY GRP4 RADIATOR SUITMOST ENGINE TYPES C/W FAN, BRACKET AND SENDER BOSS	
M LINE 280 MM FAN	£68
SENDER UNIT SWITCH	£12

BDA SILICON TOP AND BOTTOM HOSE	PR£68
BDA HEATER HOSE	PR£69
13 ROW OIL COOLER	£65
ANTI VIBRATION ALLOY MOUNT BRACKET	£40
PINTO ENGINE HOSE KIT	SET £110
VAUHALL TOP + BOTTOM HOSE	PR£80

NEW PRO FIA 3IN SHOULDER 2IN LAP STRAPS WITH REINFORCEMENTS Q/R "THE BEST SELLER"	
4 POINT Q/R	£100
5 POINT Q/R	£105
6 POINT Q/R	£110
CLUBMANS 2IN 3 POINT	£44
CLUBMANS 2IN 4 POINT	£49

TRS TOTAL HARNESSSES FIA APPROVED MAGNUM 75MM 3IN STRAPS Q/R	
4 POINT Q/R	£118
5 POINT Q/R	£126
6 POINT Q/R	£130
ALL COME WITH FIXING EYES, ALL COLOURS AVAILABLE	

FIA • COBRA BUCKET SEATS • FIA	
IMOLA PRO LOW SIDE STD GRP	£378
IMOLA PRO GT LARGE GRP	£419
SUZUKA PRO HIGH SIDE STD GRP	£424
SUZUKA PRO GT LARGE GRP	£435
MONACO PRO STEEL FRAME	£180
ALLOY SIDE MT SEAT FRAME KIT	£50

TRS HELMET HAMMOCK MESH	£31
NAV MESH MAP POCKET	SMALL £10
AVANTI MAP LIGHT	LARGE £12
TWIN HELMET BOX	£30
PIPERCROSS AIR FILTER TWIN BOX BDA PINTO	£50
X-FLOW, ETC	£92

CABLES & LINKAGES	
TWIN CABLE WEBER ALLOY	£60
TWIN CABLED ELLORTO STEEL	£50
THROTTLE CABLE 1METRE	£5
THROTTLE CABLE 3METRE	£6
RS2000 CLUTCH CABLE	£16
RS2000 HEAT SHIELDED CLUTCH CABLE	£24
RED PULL CABLE 6FT	£10
RED PULL CABLE 12FT	£12
RALLY ESCORT T-SHIRT	£15
RACETEC 8000 RPM TACHO	£130
STACK ST200 10500 RPM TACHO	£240
TERRATRIP 303 PLUS C/W REMOTE HEAD DISPLAY	£295
TERRAPHONE CLUB INTERCOM	£96

SEALED HIGH OUTPUT BATTERIES	
RT25 182 x 77 x 168mm	£115
RT30 250 x 97 x 156mm	£155
RT40 250 x 97 x 206mm	£175
RT35 ANTI VIBRATION	£130
PC680 ANTI VIBRATION	£78
PC925 ANTI VIBRATION	£120
MK1 ESCORT LAMINATED WINDSCREEN	£75
MK2 ESCORT LAMINATED WINDSCREEN	£75
MK1 ESCORT HEATED WINDSCREEN	£225
MK2 ESCORT HEATED WINDSCREEN	£220

POLYCARB WINDOW KITS CLEAR OR BRONZE	
MK2 ESCORT 7 PIECE KIT	£200
MK2 SPIECE KIT WITH SLIDERS	£220
MK1 ESCORT 7 PIECE KIT	£295
MK1 5 PIECE KIT WITH SLIDERS	£330

BODY PANELS FORD ESCORT MK1 & 2	
MK1 FRONT WING	£88
MK2 FRONT PANEL	£97
MK2 DOOR SKIN	£76
MK1 FRONT PANEL	£65
MK1F RONT WING STD	£175
MK1 SLAM PANEL	
THIS IS JUST A SMALL SELECTION OF PANELS AVAILABLE. FULL RANGE IN STOCK.	

MK1 ESCORT BOLT IN SAFETY DEVICES	
ROLL CAGE WITH DIAGONAL	£470
MK2 ESCORT BOLT IN S/D MULTI POINT ROLL CAGE	
ARCH OR TURRET MOUNT WITH DIAGONAL	£545
MK1 S/D "WELDIN" ROLL CAGE C/W ALL EXTRAS	£690
MK2 S/D "WELDIN" ROLL CAGE C/W ALL EXTRAS	£790
CDs	£45
MK2 ESCORT SHAPED DOOR BAR	EA£45
UNIVERSAL STRAIGHT DOOR BAR	EA£48
PINTO ELECTRONIC DISTRIBUTOR KIT	£285
X-FLOW LUCAS ELECTRONIC DISTRIBUTOR	£195
LUCAS IGNITION MT PANEL	£40
ZF IMPUT SHAFT AND 5TH GEAR	£470
ZF DIRECT TOP BRONZE SELECTOR FORKS 1ST & REVERSE FORK	£190
2ND & 3RD FORK	£210
4TH & 5TH FORK	£200
BRONZ SELECTOR ZF GUIDE RAIL	£100
ZF MAIN SHAFT	£730
COMP INJECTION FUEL PUMP	£110
INJECTION FUEL REGULATOR-6	£80
ALLOY INJECTION FUEL FILTER	£57
OMP CORSICA SWEDE STEERING WHEEL	£140
OMP MK2 S/WHEEL BOSS	£40
MK2 POWER STEERING KIT	£850

MINTEX BRAKE PADS M144	
AP MONTE CARLO (1201	£74
AP FOREST FULL PAD (1864	£63
DUNLOP TYRES 13IN, 14IN, 15IN, 16IN AND 17IN TARMAC RALLY MOULDED PATTERN	
200/530-13X22-X08(215/45	£150
235/530-13X22-X08(225/45	£160
200/585-15X22-X08(215/45	£173
220/585-15X22-X08(225/45	£175

FOREST TYRES 13IN AND 15IN	
165/80-13SP85	£109
165/80-13SP61	£122
185/70-13SP85	£114
195/70-13SP82	£130
A SELECTION OF TYRES IN STOCK	

NEW CARBON PRODUCTS	
MK2 ESCORT BONNET	£525
MK2 ESCORT BOOT LID WITH SPOILER	£525
MK2 FRONT QUARTER BUMPERS	PR £100
MK2 REAR BUMPER	£100
MK2 REAR RS2000 BOOT SPOILER	£125
MK2 TOP PARCEL SHELF REAR	£160
MK2 REAR FIREWALL PLATE	£200
MK2 DOOR FLAT DOOR CARDS (VAC	PR £250
MK2 RALLY BOOT LINER	£130
MK2 RALLY DOOR MIRRORS	PR £135
ATLAS REAR DIFF COVER	£70
CORNER ARCH GUARDS MK2	PR £50
CARBON ROOF VENT KIT	£175
REAR MK2 LAMP PROTECTORS	PR £32
NAVIGATOR FOOT REST TRS	£135
DRIVERS FOOT HEEL PLATE	£85
TRS NAVIGATOR + DRIVERS FOOT PLATE SET	PR £200
TRS CARBON ROOF VENT	£275
15" UNIVERSAL SPARE WHEEL TRAY *ANY CAR	£170

NEW FIBREGLASS PRODUCTS	
FORD ESCORT MK1 & 2 BONNET WITH INTERNALS	£130
BONNET CARBON LAYER INTERNALS	£220
BOOT LID PLAIN MK1 + 2	£95
BOOT LID WITH RS2000 SPOILER MK2	£145
BOOT LID WITH RS1800 SPOILER MK2	£155
BOOT LID CARBON LAYER RS2000 SPOILER	£210
BOOT LID CARBON LAYER RS1800 SPOILER	£240
MK1 WORKS BUBBLE ARCHES SET	£100
MK2 ALLOY PATTERN ARCHES SET	£100
GRP4 FRONT SPOILER F/GLASS	£40
MK2 FOREST 76 SPEC ARCHES SET	£100
RS2000 BOOT SPOILER	£46
RS1800 BOOT SPOILER	£48
MK1 ESCORT CHIN FRONT SPOILER	£60
MK2 ZAKSPEED BODY KIT	£295
MK2 MEXICO FRONT SPOILER	£46
MK2 REAR BUMPER	£36
MK2 REAR BUMPER CARBON LAYER	£46
MK2 FRONT QUARTER BUMPERS	PR £46
MK2 FRONT Q/BUMPERS CARBON LAYER	PR £65
MK1 REAR BUMPER	£42
MK1 FRONT QUARTER BUMPER	£46
MK1 FRONT QUARTER BUMPERS CROME	£98
MK1 TWIN COWEL DASH TOP	£120
MK1 TWIN COWEL DASH TOP FLOCKED	£165
MK1 6 DIAL DASH TOP FLOCKED	£130
MK1 WORKS CENTRE CONSOLE	£80
MK2 DASH TOP RHD WITH MOULDE DDASH CLOCK	
BINICLE + BLACK FACE PANEL	£115
MK2 DASH TOP FLOCKED	£150
STD BATTERY BOX	£34
MK1 + 2 FULL SIZE KEVLAR UNDER FLOOR GUARDS	PR £440
MK 1 + 2 FLAT CARBON DOOR CARD	PR £125
MK 1 + 2 CARBON INNER QUARTER PANELS	PR £100
MK 1 + 2 BLACK PLASTIC DOOR CARDS ORIGINAL TYPE PATTERN	PR £64
MK 1 + 2 BLACK PLASTIC INNER R/Q CARDS	PR £48

COMPOMOTIVE WHEELS FORD ML AND MO RANGE	
X13 ML ET18	£120
7X13 ML ETO	£125
8X13 ML ET-12	£130
7X15 ML ET10	£147
8X15 ML ETO	£155
9X15 ML ET-12	£180
STD AND GRP4/A FITMENTS STD M12 TO GRP4 CONVERSION NUTS	£2.50 EA
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£82.48

Minilight - 13"



5.5x13", 6x13", 7x13"

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Various Colour Options Available

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Starmag 2



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D1



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Colour: Black

From:

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Starmag



Price

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Revolite



7x13"

Colour: Black

Price

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